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LONDON AND SHANGHAI

No. 4553

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RACING NOTES.

[By RAPIER.]

Training.

Mrs. Patterson and Messrs. Hall and Shenton were at Happy Valley early yesterday morning superintending the training of their ponies. It was not found necessary to open the grass course as the sand track was in excellent condition and the going by no means heavy.

The following times were taken:—
Saligia (Ralph) 1 mile—44.1; 22.1; 53.2; 25.2. Last quarter 30.2.
Home Call (Lt. Cdr. Grant) 1 mile—35.3; 18.4. Last quarter 33.2.
The Goblin (Ralph) 1 mile—35.2; 1.08; 1.45; 2.19.4; 2.52. Last quarter 32.1.
Dobbin (Boy) 1 mile—35; 1.12; 1.46; 2.19. Last quarter 33.
Demon Boy (Sewell) 1 mile—36; 1.18; 1.53; 2.23. Last quarter 33.
Grey Knight (Lt. Cdr. Grant) 1 mile in 2.20. Last quarter 32.3.
The Gomeril (Ralph) 1 mile in 2.24. Last quarter 30.
Attaboy (late Fantastic Dahlia) (Boy) 1 mile—41; 1.22; 2.01; 2.35. Last quarter 34.
Shere Khan and Geezer (Ralph and Boy) 2 miles—39; 1.15.2; 1.47. Last quarter 32.2.
Sunburst Rose (Boy) 1 mile—38; 1.15; 2.31; 2.52. Last quarter 31.
Sandpiper (Stanton) 1 mile—39; 1.12; 1.45. Last quarter 33.

Dogs.

There were quite a number of unmuzzled dogs roaming round the course yesterday morning and they were naturally a source of great danger to galloping ponies. Near the rock were a couple of animals and another four beside the first green of the golf course. Owners will be well advised to keep these dogs under control in the early morning otherwise the police will be asked to take strong action in the matter.

Shortage of Jockeys.

There is likely to be a shortage of jockeys in the near future and it is hoped that the Services will produce a rider or two. Tailgates are apt to discourage their young men from riding because they imagine the moral effect of racing is bad. This may be true of the professional element but the atmosphere of local racing is clean and entirely wholesome. Early morning rising means cutting out late nights and a high standard of physical fitness is necessary for successful jockeys. There is practically no betting of any sort amongst local jockeys and the qualities called for in local racing are second to no other sport.

Jockey Club Meetings.

Members of the Jockey Club are reminded that the half yearly meeting will be held in the Jockey Club room to-day at 12.30. Why such an awkward hour is chosen it is difficult to imagine. However, it is hoped that members will turn up in good force if only to show their appreciation of the good work done by the officials.

Handicaps.

The Handicaps of the next meeting are given below. Mr. H. P. White's Saracen does not, unfortunately, appear in the entry for this pony was received too late (vide Rule 68).

GLASGOW HANDICAP—"B" Class—Six furlongs:—Beldorney Star, 160 lbs.; Demon Boy, 160 lbs.; Tutix, 160 lbs.; Reynolds, 158 lbs.; Rayfield, 156 lbs.; Lavender, 155 lbs.; Fireworks, 154 lbs.; Craigavon, 152 lbs.; Barley Grass, 150 lbs.; Arabian Parrot, 148 lbs.; Grey Streak, 143 lbs.; Ecchabite, 141 lbs.; Blotting Paper, 140 lbs.
GLASGOW HANDICAP—"A" Class—Six furlongs:—Home Call, 164 lbs.; The Regent, 157 lbs.; The Sand Piper, 155 lbs.; September, 152 lbs.; Rothsay, 144 lbs.; The Gomeril, 144 lbs.; Sunburst Rose, 143 lbs.; The Gnome, 141 lbs.; Loch Rannoch, 138 lbs.; John Smith, 134 lbs.
N.B.—"A" Class. If the top weight does not accept, all weights to be raised 7 lbs.

LANARK HANDICAP—One Mile:—Attaboy (late Fantastic Dahlia), 175 lbs.; Home Call, 167 lbs.; Grey Knight, 163 lbs.; The Sand Piper, 159 lbs.; September, 155 lbs.; The Geezer, 154 lbs.; Dobbin, 153 lbs.; Ukelele, 152 lbs.; Rothsay, 147 lbs.; Sunburst Rose, 146 lbs.; The Gnome, 144 lbs.; Loch Rannoch, 141 lbs.; John Smith, 137 lbs.; Tutix, 136 lbs.; Beldorney Star, 138 lbs.; Demon Boy, 136 lbs.; Rayfield, 132 lbs.; Fireworks, 130 lbs.; Barley Grass, 126 lbs.; Arabian Parrot, 124 lbs.; Grey Streak, 118 lbs.

Barley Grass would appear to have been treated very lightly as he beat Craigavon, Fireworks, and Rayfield on October 9th when he took second place in the first race. At the last meeting on the 6th instant he won the first race.

ITALIAN CONVENT BAZAAR.

THANKS FOR HELP GIVEN.

PRIZES IN THE LOTTERIES.

The Rev. Mother and Sisters of the Italian Convent wish to tender their grateful thanks to all the kind people who patronised so effectively their bazaar. And in particular they wish to mention Mrs. H. W. Bird, who opened the bazaar, accompanied by his Lordship Bishop Valtorta, the Italian Consul Comm. S. Carrara, Mrs. Holyoak, Mrs. R. M. Dyer, Mrs. Black and Mrs. Comyn.

Prizes for lotteries went to:—
LOTTERY "A"—1st, Mr. G. Grimble, No. 123; 2nd, Miss Mary Young, No. 103; 3rd, Mr. Isiah, No. 47.
LOTTERY "B"—1st, Miss H. Chau, No. 120; 2nd, M. Pereira, No. 62; 3rd, L. Tsui, No. 133.
LOTTERY "C"—1st, E. Ribeiro, No. 49; 2nd, M. Xavier, No. 39; 3rd, Mrs. Walker, No. 111.

SAIGON RICE MARKET.

DECREASED DEMAND FROM SHANGHAI.

FAR EAST MARKETS AT A STANDSTILL.

The report of the Compagnie de Commerce et de Navigation d'Extreme-Orient, dated Saigon, November 4th, states:—

On account of the situation in China the demand from Shanghai has rather decreased, resulting in a sensible kind of calm in the prices of rice.

However, the tendency keeps firm, the new crop being expected only at the beginning of January and stocks of paddy scarcely sufficient to meet the requirements up to then.

The Far East markets are at a standstill; only some business on Europe for rice, broken and rice meal are to be reported.

The total amount of rice exported from January 1st to October 15th, 1926, is 1,158,721,904 tons against 1,184,302,003 in 1925.

We quote to-day white Saigon rice No. 1 25% broken round grain:—Hongkong \$8.50, per picul of 134 lbs. f.o.b. Saigon; \$2.14/-, per cwt. f.o.b. Saigon; yen 8.40, per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted, Japan quality:—Hongkong \$8.20, per picul of 134 lbs. f.o.b. Saigon; \$2.13/2, per cwt. f.o.b. Saigon; yen 7.90, per picul of 134 lbs. f.o.b. Saigon. For November/December shipment.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 17TH, 1926.

Hongkong Bank	\$1,175 ad.
Do. London	\$218 nom.
Chartered Bank	\$211 buy.
Messageries Bank, A. & B.	\$232 nom.
Do. C.	\$213 buy.
P. & O. Bank	\$234 buy.
East Asia Bank	\$24 nom.
Caution Insurance	\$330 buy.
China Underwriters	\$1.45 sel.
North China Insurance	\$1.15 sel.
Union Insurance	\$297 sel., 289/7 ad.
Yangtze Insurance	Mex. \$44 buy.
China Fire Insurance	\$200 buy.
Hongkong Fire Insurance	\$312 buy.
Donghai	\$29 sel.
H. K. U. & M. Steamboats	\$277 buy, 27 ad.
Hongkong S.S. Co.	\$12 sel.
Indo-China (Frak)	\$42 buy.
Do. (Del.)	\$42 buy.
Shell Transport	\$9/- nom.
Star Lines	\$68 sel.
Waterworks	\$15 buy.
China Sugar	\$27 nom.
Malacca Sugar	\$36 nom.
Beangkok	\$14 nom.
Kaisa Mining	\$2/- nom.
Langkat (combined)	\$1.14 nom.
Do. (single)	\$1.14 nom.
Shanghai Extractions	\$1.44 buy.
Shanghai Loans	\$1.9 nom.
Hanba	\$43 nom.
Tromm Mines	\$2/- buy.
Ural Caspian	\$/- nom.
H.K. & W. Wharves	\$123 sel.
H.K. & W. Docks	\$59 sel.
Hongkong	\$177 buy.
New Engineering	\$1.60 buy, 7 sel.
Shanghai Dock	\$123 buy.
H.K. & S. Hotels	\$92 buy.
Hongkong Lands	\$53 sel.
Hongkong Realty	\$8 buy.
H.K. Terminals	\$4 sel.
Humphreys Estates	\$153 sel.
Prince's Buildings	\$39 nom.
Real Lands	\$11 nom.
Two Citizens	\$1.10 buy.
Orionals	\$1.610 buy.
Shanghai Cottons (old)	\$1.24 buy.
Do. (new)	\$1.24 buy.
China Buses	\$1.24 buy.
Hongkong Tramways	\$23.85 buy, 23.80 ad.
Peak Tram (old)	\$152 buy.
Do. (new)	\$7.60 nom.
Singapore Tractions	\$15/- sel.
Taxis	\$2 sel.
Amalgamated	\$154 buy.
Caution Loss	\$30 nom.
Opium (combined)	\$14 nom.
Do. (old)	\$3 nom.
Do. (new)	\$2 nom.
China Lights (combined)	\$19 sel.
Do. (old)	\$14 nom.
Do. (new)	\$11 nom.
China Providents	\$54 buy.
Constructions	\$113 buy.
Dairy Farms	\$19 nom.
Lee & Wing	\$9 nom.
Hongkong Electric	\$22 sel., 61/2 ad.
Macao Electric	\$35 nom.
H.K. Bopes (combined)	\$22 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Lans Crawford	\$8 nom.
Mackintosh	\$193 nom.
Sincores	\$83 sel.
United Asbestos	\$20 nom.
Woods (old)	\$144 nom.
Wm. Powell	\$8 nom.
Telephones	\$1.435 sel.
Do. (buyers); sel.; sellers; no-value	nom.-nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rueby, November 16th.

Paris	1443
Brussels	24.35
Amsterdam	12.19
Berlin	20.43
Copenhagen	18.20
Vienna	34.40
Helsingfors	1923
Lisbon	2.17/32
Buenos Aires	45.11/16
Shanghai	2/5
Yokohama	2/0
New York	4.85
Geneva	25.15
Milan	118
Stockholm	18.18
Cairo	18.80
Prague	163
Madrid	31.82
Rio	8.19/32
Bombay	1/15.51/04
Hongkong	1/11
Silver (spot)	28
Silver (forward)	25

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[A.P.R.]

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TYPHOON VICTIMS.

ELECTROCUTED BY LIVE WIRE.

ENQUIRY ADJOURNED.

The enquiry into the deaths of a Chinese girl, aged 7, and a man, who were electrocuted in Shanghai Street, by the falling of a live wire, on September 17th when the typhoon was blowing at its worst, was continued yesterday afternoon at the Kowloon Magistrate's Court, before Mr. J. H. B. Nicholl, sitting as Coroner, and a jury.

Mr. M. H. Turner watched the case on behalf of the China Light and Power Co., and Mr. D. J. Lewis appeared for the Hongkong Telephone Co.

Mr. N. Murray, Assistant Distribution Engineer of the China Light and Power Co., said that he received a note at about eight o'clock that morning about the accident. He hurried to Shanghai Street, where he saw a Chinese man lying in the roadway. The man was not in contact with any wire, although there were a considerable quantity scattered all over the road. Two wires were hanging from a telephone pole, and they were in contact with the China Light and Power Company's main which ran just below the telephone wires.

Mr. Lewis: You said the wires that electrocuted the two people were in contact with your power main; do you think that the current which electrocuted the two people was caused by your cable?

Witness: I am not sure, it is probable.

Mr. Duncan Tolan, an engineer of the Telephone Co., said that he went to Shanghai Street with Mr. Murray. Two wires were cut away and these were later produced in the Police Station and he identified them as belonging to the Telephone Co.

Mr. Lewis: Were the wires a standard gauge wire?—Yes.

Mr. Lewis: Were the wires in good conditions both electrically and mechanically immediately prior to the typhoon?—Yes.

Mr. Turner asked witness what caused the breaking of the telephone wires. Witness said that it might have been done by some foreign matter coming into contact with them.

Mr. Turner: Outside the question of foreign matter striking the wires, do you consider the wires were strong enough to withstand a typhoon?

Witness: If the wind struck along the wires, there would be practically no effect, but if the force of the wind struck across the wires, it would impose considerable strain and might snap them.

Mr. Turner: Were many telephone wires broken?—Yes.

In answer to the Court, witness said that that was not the only spot where the Telephone Company's wires crossed the Power Company's mains.

His Worship: And unless the Power Company's mains are properly insulated, they would be a danger to your wires if they fell on the main?—Witness: Yes. We have no such thing as a guard wire in my district.

His Worship: Do you think a guard wire would be of any use in a typhoon?

Witness: No, not in a typhoon.

Mr. Cryan, Assistant Electrical Engineer of the P.W.D., said that on the afternoon of the day in question, he found all loose wires had been cut away. He saw four mains belonging to the China Light and Power Company running along Hi Loong Lane and across Shanghai Street. He further stated that he noticed three bare patches on three of the mains. Those patches were almost black, as if the wires had been exposed for a long time. The wires, he said, were of a braided type. They were either copper or other metallic wires and were covered by jute braid. There were no guard wires to prevent the Telephone Company's wires from coming into contact with the Power Company's mains.

Three of the wires had 300 volts, and the other 110 volts, witness further stated. In answer to the Court, witness said that he had heard of 50 volts charge having fatal effects.

The enquiry was adjourned to tomorrow afternoon.

THE KING OF NORWAY.

TWENTY-FIRST ANNIVERSARY OF HIS REIGN.

To-day, November 18th, is the twenty-first anniversary of the accession to the throne of Norway by King Haakon VII. Norway separated from Sweden in 1905.

Prince Carl, the second son of King Frederik of Denmark was then elected by the Norwegian Storting (Parliament) to become their King and he accepted the crown through his grandfather, the late King Christian of Denmark.

On November 26th, King Haakon VII. landed in Norway.

Born in 1872, King Haakon (or Prince Carl as he then was) married, on July 22nd, 1896, Princess Maud, the third daughter of our late King Edward VII. and therefore sister of H.M. King George V.

The Crown Prince Olav was born in 1903.

CINEMA LAND.

JACKIE COOGAN AT THE QUEEN'S.

Jackie, the delightful child actor, appears to-night at the Queen's Theatre, in a notable picture entitled "The Ragman."

This production shows Jackie at his best, and will appeal to every movie patron. The film will be shown until Saturday.

FOOTBALL.

MATCHES IN MACAO.

SOUTH CHINA DEFEATS THE A.D.M. AND THE MACAO S.C.A.A.

The South China Athletic Association received an invitation from the A.D.M. and the Macao South China A.A. to visit Macao and play two football matches. South China beat the A.D.M. by 4 goals to nil and the Macao S.C.A.A. 5 goals to one. Both matches were played before big crowds of spectators. The visitors had an easy game in each case.

After the matches, a silver cup was presented to Mr. Chan So, captain of the S.C.A.A. team.

Hongkong Club Reserves XI. v. South China.

A friendly match will be played by the above teams on Saturday on the Club ground; kick-off at 2.45 p.m.

The Club team will be as follows:—Slipper; Hill and Purves; Howell, Punccheon and Vickers; Bell, Trambitsky, Campbell, Johnstone, White.

Reserves: King, Ross and Brown.

CORRESPONDENCE.

KOWLOON v. CHINESE ATHLETIC.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—May I be permitted to reply to the letter of your correspondent "Be Sport" regarding an "offside" incident in the above match. I was watching "The Gunners" beat "The Kossies," so did not see the incident in question. From the facts of the play as given, it would appear that a goal was properly scored, but your correspondent's attempt to explain the "offside law" is not correct and is most misleading. He says "The Law is very simple—a player can always put himself outside so long as he keeps behind the ball." This is not the Law at all, and to make things quite clear to your readers I quote Law 6 of the Football Association's Laws of the Game.

"When a player plays the ball, any player of the same side who at such moment of playing is nearer to his opponent's goal-line is out of play, and may not touch the ball himself, nor in any way whatsoever interfere with an opponent, or with the play, until the ball has again been played, unless there are at such moment of playing, at least two of his opponents nearer their own goal-line. A player is not out of play when the ball is kicked off from goal, when a corner kick or a throw-in is taken, when the ball has been last played by an opponent, or when he himself is within his own half of the field of play at the moment the ball is played by any player of the same side."

From this it will be seen, that whether a player is behind the ball or not has no bearing. The important factor, is the position of the player not the ball when the ball is last played by a player of his own side. Of course, in normal circumstances, a player who takes care to keep himself behind the ball is quite certain not to be nearer his opponent's goal-line when the ball is last played by a player of his own side, but the following illustration will show that a player can be in front of the ball and still not be off-side.

X1.

O A2.

X2.

O B2.

O A1.

O B1.

X Defending. O Attacking.

B1 sees the ball coming to him and runs to position B2 where he gets the ball. A1 runs to position A2 ready to receive a pass. Now if B2 faces the goal and swings the ball over the head of X2 to A2, A2 is not offside as he is not then nearer to his opponent's goal-line. (B2, X2, and A2 are dead level). If B2 instead of facing the goal, turns about, and passes the ball with his left foot, A2 would then be the length of B2's leg reach in front of the ball when the ball is played by B2. A2 is again not offside as he is not nearer to his opponent's goal-line than B2 when B2 passes the ball, and the position of the ball has no bearing whatever.

If your correspondent took the trouble to make himself acquainted with the Laws, and not give out a misleading and personal interpretation of them, he would be doing some good for himself and the game.

May I take this opportunity of mentioning another referees matter. Most local referees seem to be appointed to do two games on the same afternoon, which means that they have to officiate for about three hours, and do the most important games (Division I) when they must be getting a bit tired. Is this because there is a local shortage of referees, and if so what steps are being taken to produce more? At Home, each County has a surplus of referees, which means that the officials who make the appointments have a selection of good and indifferent referees to choose from. This makes things much more pleasant and interesting for the teams and spectators, than the present local method of appointing the same officials week after week. There must be many keen young fellows in the Colony who would be glad to take up refereeing, and I should be obliged if someone would outline the present situation regarding facilities available for their tuition, examination, registration, and prospects of subsequent appointments to games.

At Home, each County holds frequent examinations and new young blood is thus always being infused into the game. I see no reason why the local Association should not, if necessary, organise classes and increase the number of referees available.

(Continued on next Column).

QUEEN'S

TO-DAY THURSDAY SATURDAY

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It's the story of a city waif—brimming with laughs and tears and adventures. YOU'LL LOVE IT!

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An Actress
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TOM MOORE in ON THIN ICE STAR

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SHAVING SOAP

AND

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AUTOMATIC PISTOLS
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P. O. B. 3. Codes used: A.B.C. 5th Ed. Impr.

Bentley's Telegrams "Astra"

I must apologise for taking up so much of your valuable space, but I am very keen on "Soccer" and refereeing and feel that the subject is one of general interest to all local followers of the game, and as a newcomer to the Colony I should appreciate the information I ask for.

Yours faithfully,
"REFEREE"

Hongkong, November 16th, 1926.

Shortage of Referees.

[Ed. Note:—We can inform our correspondent that there is a decided shortage of referees in the Colony. Previous to this season the Hongkong Football Association have called for candidates for referees, but there has been little response. Foreign civilians do not appear enthusiastic about taking up the work.

Owing to rules now issued by the Army Football Association and Royal Navy and Royal Marine Association the H.K.F.A. have no power to examine referees from the Services. At the present moment there are a large number of Navy referees on the station, but they have not registered with the H.K.F.A. to date.

All referees, at present registered with the H.K.F.A. are out weekly in league matches. Owing to the shortage of referees and the number of matches to be played, nearly every referee is required to take two games to complete the programme. The fee of \$2 is not very attractive and there are not many who care to give up Saturday afternoon for so little remuneration. At present three civilian referees have registered for the season and as the programme is for thirteen matches every Saturday, these, with the assistance of Army referees and one Navy referee, carry on. A Referees' Committee is appointed by the H.K.F.A. to examine candidates while anyone who arrives in the Colony, who was a registered referee in any Association, recognised by the English Football Association, is at once placed on the list on application to the Hon. Sec. H.K.F.A. The Referees' Secretary is the H.K.F.A. hon. secretary, Mr. W. E. Hollands, and he would doubtless be very pleased to hear from anyone who desired to take up referee work.]

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ANNUAL FETE
SATURDAY, NOVEMBER 20th, 1926.

TO BE HELD IN
GOVERNMENT HOUSE GROUNDS
(BY KIND PERMISSION OF H.E. THE GOVERNOR)
LADY CLEMENTI WILL OPEN THE FETE AT 2 P.M.

WONDERFUL SIDE SHOWS AND MANY ATTRACTIONS.

A PASTORAL PLAY (weather permitting)—Produced by Mrs. Chester and the Dances arranged by Miss Violet Capell will be held from 3 to 4.30 P.M.
DELIGHTFUL GENERAL STALLS—Pretty and attractive Articles; ST. STEPHEN'S GIRLS' SCHOOL STALL; ST. PAUL'S GIRLS' SCHOOL SWEET AND PUDDING STALL; BELLIGOS GIRLS' SCHOOL LUCKY WHEEL; FORTUNE TELLING; CAME WEIGHT GUESSING CONTEST; ORANGE GROWN; CHOCOLATE STALL; FORTUNE TELLING (Most mysterious); GOLD FISH POOL; BOIL BOWL OF PEACH; CLOCK GOLF; LEMONADE STALL; PEAK CHILDREN'S CLUB STALL; ICE CREAM CART; LUCKY WHEEL; LUCKY WHEEL; AXIAL RAILWAY; NATAL CRUISE; SEASIDE AND SWINGS; BRAIN PINS; DOLLS; BATTLE FOR MEN AND WOMEN; PUNCH AND JUDY SHOW; LADIES' ANKLE DISPLAY CONTEST, etc., etc.

ADMISSION INTO GROUNDS FOR FETE—ADULTS AND CHILDREN 50 CENTS.
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TICKETS SOLD BEFORE FETE OPEN TO BE OBTAINED (including Admission to Grounds and to Pastoral Play) for Adults: \$2.00; CHILDREN: \$1.00.
TEA may be obtained at 50 CENTS PER HEAD.

[A.P.]

SHANGHAI WIN INTERPORT BY ONE WICKET.

MAGNIFICENT FINISH.

THESE SHANGHAI POLICEMEN!

FINE EFFORT BY HONGKONG.

We were not privileged to see the finish of the 1925 match in Shanghai when Hongkong just got home by one wicket, but there can have been few closer finishes than that which took place yesterday on the Club ground. The match seemed lost, then won, and then finally this time lost again.

It was realized on Tuesday night that the home side were in none too good a position, and when the last four wickets failed to put on more than twenty-four, he was indeed a bold man who could be really hopeful. And when Leach and Divecha seemed to be settling down, the hopes of the home supporters sank to an even lower ebb. Then came Crick's dramatic change. Divecha failed to get hold of a thoroughly bad one from Goodwin and was caught at square leg. Shortly after Dr. Morris got under one of the same sort and was caught in the same place. Previously to this the home bowling took a fresh lease of life. Bowker got in one of his good "uns" that came from the off all the time and Leach got outside it, and just touched it, the ball taking his off stick. For the first time one could fairly hope. Disaster followed for Shanghai. Goodwin and Bowker bowled really well and the field seemed inspired. Owen Hughes threw all his six feet of length forward to a catch from Burn and got his right hand under it, and the catch, an undoubted one, was given, though the batsman very justifiably asked the umpire about it. Stokes was bowled by a beauty from Goodwin which seemed to come back from leg, and when Bowker got in his low ball to Barrett the game seemed sure for Hongkong. It was perhaps hard on Barrett for he played on the line of the ball, which kept so low that it went under his bat and hit him just above the boot for a clear l.b.w. Goldman did not stay long, but Isaacs and Mansel-Smith—the combination which did us in (excuse the colloquialism) before tiffin on Tuesday got together and proceeded to go for the bowling. They deserved luck for their stout hearts, and Shanghai will be the first to admit they got it. At tiffin 31 runs were still wanted, but after they continued their cheerful way. Bowker raised the Hongkong hopes by knocking Mansel-Smith's middle stump out of the ground, but Barnes was safe, and Isaacs continued on his genial way and won the match with a big drive to the pavilion, almost exactly where he put one in the first innings where Parker failed to get to it. The two undefeated batsmen were carried off the ground by the Shanghai side.

On the whole, I think the best match playing side was. What lost us the game was the entire failure to cope with an unorthodox, and it must be admitted lucky left handed batsman. In his knock today Isaacs, who made top score for his side, never got a single Yorker. No one can blame the Hongkong skipper for not knowing that he could not play slow bowling, but it seemed that a change might have been made after tiffin. On the other hand, it is a risky thing, with only thirty runs to go, to take off a bowler who has his tail well up for a new one who might have sent down one or two loose ones. But on the whole, with only one wicket to fall, it seems probable it might have been wiser.

Shanghai have Leach and O'Hara very largely to thank for their magnificent bowling in the second innings. The Doctor's 7 for 57 is his finest performance down here in interport cricket. Barrett and Leach were their outstanding batsmen, whilst, of the unorthodox type, Isaacs did splendidly. Goodwin bowled very fast for many overs yesterday morning and at one time had 5 for 19. His final figures were 5 for 32, while Bowker took 4 for 45. The latter bowled very well, but I have seen him bowl better. Parker hurt his shoulder early in the game and cannot be said to have been a success, while Reed failed, although at no time did they hit him about.

On the whole a very fine match and the best side won. Congratulations to them! This makes Hongkong 13 and Shanghai 12, but we hope to do better next May.

There is one feature which may have had a lot to do with the result. The rain over the week-end reduced the wickets to one which was far more like the usual Shanghai pitch than those to which we are accustomed here.

DETAILS OF THE PLAY.

The following is a more detailed account of yesterday's play:—
The weather was fine but rather hot and sticky when the play opened at 11 a.m. Leach bowled from the Law Courts end and his second ball kicked up and Parker unfortunately touched it and was taken at the wicket. Bowker came in and watched the ball well. Fifteen runs were put on mainly by smart running between the wickets for singles when Ramsey tried to cut a faster one from Leach and was magnificently caught by Dr. Morris in the slips. 113.8.25. Leach appeared to be bowling excellently, turning the ball a good deal, and varying his pace uncommonly well. Goodwin hung on for a few minutes but the Doctor bowled down his off stump the first time he had a clip. 118.8.2. O'Hara then finished off the innings by bowling Bowker off his pads, and the innings closed for 121, thus leaving Shanghai with 111 to get to win.

Shanghai Bat,
Leach and Divecha started to Dobbie, from the Naval Yard end, and Reed. Off the third ball of the former's first over

Divecha appeared to be dropped at first slip by Ramsey. Reed did not look very like getting a wicket and Goodwin went on after a couple of overs. The new bowler seemed to be on the short side but with the score at 18 Divecha hooked a short long hop into Ramsey's hands at square leg: a lucky wicket. This encouraged him to bowl four maidens running—neither Morris nor Leach seeming quite at home with him. Bowler went on for Dobbie and it began to look as if the effects of the roller were wearing off. At 38 Bowker restored the hopes of Hongkong a bit by bowling Leach. It looked as if he might have played forward to it. Next over Dr. Morris hooked another of Goodwin's short ones and skied it to Ramsey at deep square leg and three went down for 38. Two minutes later Owen Hughes fell forward and caught Burn off Goodwin when lying on the ground. Next over O'Hara slashed viciously at a short one from Aeci, and, missing it, was clean bowled. Excitement ran high. Barrett let out at Bowker and put a fine on drive to the screen. Next over Barrett on-drove Goodwin for three. He failed to get hold of it but there was no man there for the catch. Next ball—a fine one, bowled Stokes. In the next over Bowker got in his ball that kept low and hit Barrett on the pads. When the umpire's hand went up, one felt at last that Hongkong had a chance. Two overs later Goodwin, who was bowling very much better, knocked down Goldman's leg stump. Mansel-Smith evidently misjudged it was no time for half measures and drove Goodwin straight for four, a fine shot. Later, he hit the same bowler to square leg for the same number, while Isaacs hit a couple of lucky fours off Bowker on each side of point. All the same it was a gallant stand and after the tiffin interval a baker's dozen were added before Bowker knocked Mansel-Smith's middle stump out of the ground. 83.9.13.

Barnes came in and proceeded to put his bat in the way of most things whilst Isaacs hit them hard in the middle of the bat. Both were nearly bowled several times but their courage held out: far better, indeed than that of your poor scribe who left his pen and lay on the ground biting out pieces of turf in his excitement. A lofty on drive by Isaacs settled matters and left Shanghai, victors, by one wicket after a magnificent finish. They may have been lucky but they fully deserved it for the interiors—displayed by their tail. Good luck to them.

R. ABBIT.

Final Score and Analysis.

HONGKONG: 1st INNINGS.

A. W. Hayward, c Goldman, b Isaacs	9
A. W. Ramsey, c Barnes, b Isaacs	9
H. Owen Hughes, c Morris, b Mansel-Smith	1
Capt. E. W. Morris, c and b Leach	25
T. E. Pearce, c Leach, b Mansel-Smith	74
Capt. A. G. Dobbie, c Leach, b O'Hara	11
Major L. J. Lightfoot, c Divecha, b O'Hara	29
H. V. Parker, c Divecha, b O'Hara	8
F. Goodwin, b O'Hara	4
A. C. I. Bowker, l.b.w., b Leach	11
E. B. Reed, not out	0
Extras	0
Total	174

Fall of wickets:—1 for 9, 2 for 12, 3 for 12, 4 for 56, 5 for 85, 6 for 131, 7 for 149, 8 for 153, 9 for 168, 10 for 174.

Bowling Analysis.	O.	M.	R.	W.
J. A. Isaacs	7	0	28	2
W. Mansel-Smith	11	1	40	2
Dr. W. E. O'Hara	19.3	6	58	4
D. W. Leach	19	4	40	2
M. J. Divecha	3	0	10	0

SHANGHAI: 1st INNINGS.

Dr. H. H. Morris, c Pearce, b Bowker	1
M. J. Divecha, c Owen Hughes, b Goodwin	13
Capt. E. I. M. Barrett, c Pearce, b Dobbie	45
D. W. Leach, b Dobbie	19
Dr. W. E. O'Hara, b Dobbie	18
D. C. Burp, c and b Dobbie	10
L. F. Stokes, c Capt. Morris, b Lightfoot	8
W. Mansel-Smith, run out	28
L. Goldman, c Reed, b Lightfoot	3
J. A. Isaacs, b Dobbie	16
E. G. Barnes, not out	0
Byes 15; leg-byes 3	18
Total	185

Fall of wickets:—1 for 2, 2 for 42, 3 for 51, 4 for 84, 5 for 113, 6 for 138, 7 for 146, 8 for 159, 9 for 183, 10 for 185.

Bowling Analysis.	O.	M.	R.	W.
E. B. Reed	23	4	42	0
A. C. I. Bowker	11	5	28	1
H. Owen Hughes	7	2	12	0
F. Goodwin	7	1	13	1
H. V. Parker	1	0	4	0
Capt. Dobbie	19.5	2	50	5
Major Lightfoot	7	1	20	2

(Continued on next Column).

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CRIMINAL SESSIONS.

THE VILLAGE FEUD TRIAL
CONCLUDED.TWO PRISONERS DISCHARGED,
ONE CONVICTED.

The trial of the three men charged with manslaughter of the man who was killed at Taikui village, New Territories in a melee, was concluded before Mr. Justice Wood, at the Criminal Session yesterday afternoon.

The Attorney General (Hon. Mr. J. H. Kemp) conducted the case on behalf of the crown, and Mr. C. G. Alabaster, K.C., was for the defence.

Cross-examining the second accused at the commencement of yesterday's hearing, the Attorney-General asked witness whether he could explain why the rival villagers had met him carrying weapons. Witness said that he had previously had an argument with one of the village women. He could not explain how deceased had sustained three wounds; perhaps it happened when he fell.

The Attorney-General: You suggest that when he fell he received a wound five inches long—I do not know. They were throwing stones. Perhaps some fell on his head.

Continuing, Mr. Kemp asked the witness whether he struck the deceased after he had fallen.

Witness: Naturally a witness for the prosecution would say that.

Mr. Kemp: Please answer my question. Witness made no reply.

Mr. Kemp: You received a cut?—Yes. Counsel: Anything else?—Some bruises on my arm.

His Lordship left his chair and inspected the witness's wound, informing the jury that they would have an opportunity of so doing later on.

Re-examined by Mr. Alabaster, witness said that he was confused at the time of the melee; he could not say how many persons were hurt.

Third Prisoner Called.

Mr. Alabaster then called the third accused, who said that he was not at the scene of the tragedy on the day it occurred. He had not seen the other accused that day as he had been with his uncle all the time out fishing.

Both the Attorney General and Mr. Alabaster addressed His Lordship at length.

The Summing-Up.

His Lordship in his summing up said that two of the prisoners had all along protested that they did not strike the deceased; that during the struggle the weapon changed hands, and that the second prisoner was the only man who struck the deceased.

The jury retired at 3.15 and returned at 4.35 p.m., with a verdict of "Not guilty" in respect of the first and third prisoner, and a verdict of "guilty" in respect of the second prisoner.

Tears in Court.

Mr. Alabaster said the jury had evidently not accepted the whole of the story of the witnesses for the Crown in respect of the second prisoner. Therefore it must be assumed that he had acted under great provocation. Mr. Alabaster asked for a lenient sentence.

His Lordship discharged the first and third prisoners and sentenced the second prisoner to three years' hard labour. The wife of the deceased burst into tears following the pronouncement of the sentence, and wept copiously, being eventually led out of the Court.

EUROPEAN DRUNK AND DISORDERLY.

John Reynolds, residing at 19, Lung Fat Street, appeared before Mr. R. E. Lindell, yesterday morning at the Central Magistracy, on a charge of being drunk and disorderly in Wanchai Road on Tuesday evening.

Sergt. C. Rosebury, prosecuting for the Police, said that the defendant gave no trouble when brought to the station. In answer to the Court, defendant said he had been in the Colony since 1919.

His Worship: I see you are out of a job. How do you manage to live? Defendant: This is the first time I have been out of employment. I have always had a position.

Sergt. Rosebury said that defendant had not been before the Court before, and his Worship discharged him with a caution.

INTERPORTERS' ENTERTAINED.

A DANCE AT GOVERNMENT HOUSE.

H.E. The Governor and Lady Clementi gave a dance at the Government House last night in honour of the interport cricketers.

There were about 350 guests present and dance music was provided by the Lyric Orchestra. In addition to the members of the two cricket teams, there were also present members of the Council, Government officials, and leading residents of the Colony.

The Government House was, as usual, on such occasions, attractively decorated, the ball room presenting a picturesque appearance with lights encased in Chinese flower-basket lanterns of varied colours. To-morrow evening the Shanghai team will be entertained at a Smoking Concert at the Hongkong Cricket Club; and on Saturday night they will attend the A.D.C. "Dramatic Medley" at the Theatre Royal.

SUNDAY CRICKET.

I.R.C. 2ND XI. v. H.E. ELECTRIC CO.

In this friendly match, to be played on the I.R.C. ground, commencing at 3 p.m., next Sunday, the following will represent the I.R.C.:—
J. S. Akker, M. P. Madar, S. A. R. Ismail, V. T. Mans, A. K. Minu, A. S. Ismail, D. Mohammad, A. Rahmin, S. A. Hussain, A. S. Sufid, and Sirdar Khan (captain). Reserves: S. A. R. Bux and A. R. M. Samy.

HOCKEY.

The Hongkong-Singapore Royal Artillery defeated the first eleven of the Hongkong Hockey Club at the United Services Recreation Club ground yesterday evening by three goals to one.

WEATHER REPORT.

Last night's weather report, forecast, and remarks, issued from the Royal Observatory at 5 o'clock, stated:—
The anti-cyclone is strengthening over China. Fresh monsoon may be expected along the S.E. coast of China and over the North China Sea.
Local forecast; N.E. winds; moderate to fresh, fine.

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GALLANTRY OF THE "SUNNING" OFFICERS.

A REVOLVER FIGHT IN THE DARK.

ELEVEN OF THE PIRATE GANG KILLED.

VESSEL BADLY GUTTED BY FIRE.

EUROPEAN PASSENGER TAKEN AWAY.

A vessel seized by a pirate gang, a revolver fight in the dark and the ultimate victory of a handful of gallant officers; then the setting of the ship on fire by the escaping pirates, the subduing of the flames and the arrival of helping vessels—such is the story of the "Sunning" piracy which was given on the arrival of the vessel in Hongkong yesterday afternoon. Everyone on the ship passed through a time of the gravest anxiety, but they fought splendidly against great odds and the courageous way they recaptured the ship will long be remembered.

The s.s. "Sunning" is wholly gutted amidships. The vessel was seized at 4 p.m. on Monday and the officers and engineers were imprisoned in the Chief Officer's room. They were later allowed some freedom, and evaded a daring plan. Two officers went on the bridge which was guarded by two pirates, and taking them, secured possession of their revolvers. A running fight then began in the dark. The pirates went so far as to use Mr. G. Cormack, the Chief Engineer, as a shield, and he was wounded by shots from the bridge.

Baffled and bewildered, the pirates set fire to the ship, but the heroic officers did not give way. When the fire spread, one of the ship's boats containing a Russian lady passenger, Mr. A. Duncan, the third engineer, the Chinese wireless operator and two quartermasters was lowered. It had not been intended to take it away immediately but the rope by which it was tied to the "Sunning" burnt through, and the boat went out to sea. The passengers were picked up by a Norwegian vessel and will be landed at Swatow. The pirates commandeered two boats and rowed away, taking Mr. H. W. Lapsley, one of the passengers, who is a Hongkong man, with them. One boat was captured by H.M.S. "Bluebell"; the other escaped. A number of pirates were also captured on the "Sunning."

Three of the compradore staff and one Annamite are stated to have been thrown overboard, and several pirates and a few passengers were wounded. At least two persons, both believed to be pirates were burned to death. Two bags of mail from Amoy were destroyed. Eleven pirates were killed, thirteen captured, five wounded and a few others are believed to have been drowned.

A LONG WAIT.

THE "SUNNING" ARRIVES AT TAIKOO.

The "Sunning" which was being towed in by the Taikoo tug did not come through Lyemun Pass until 1.15 p.m. and about a quarter of an hour later she was anchored off Taikoo Dock. She was expected at noon, and by that time several launches with police officers, and officials were waiting. The fire-boat with the members of the Hongkong Fire Brigade on board was also in attendance.

As soon as she was sighted it was apparent that the "Sunning" had passed through a grueling time. Her upper works were all charred and blackened, and she had the appearance of being an old boat which had been allowed to lie idle for years.

The Police and officials went on board, and the launches crowded around. The wounded were eventually taken away, the first being Mr. Cormack, the Chief Engineer, and the Hongkong Fire Brigade ambulance conveyed them to hospital. The handcuffed pirates were taken away by the Police to be lodged in the Central Police Station, whilst all the Chinese passengers were thoroughly questioned before they were allowed to go away.

Not until late in the evening did the police and officers leave the ship.

THE PIRATES APPEAR.

USUAL "MODUS OPERANDI" SUCCEEDS.

The "Sunning" left Amoy for Hongkong at 9 a.m. on Monday. The officers aboard were Captain (J. Pringle), Chief Officer (T. P. Beatty), Second Officer (J. W. Hurst), Chief Engineer (G. Cormack), Second Engineer (W. Orr), and Third Engineer (A. Duncan).

There were only two European passengers, Mrs. A. Prokofier, a Russian lady, who intended going to Australia by the s.s. "Taiping," and Mr. W. H. Lapsley, who was coming to Hongkong. The Chinese passengers numbered 80 and the crew over a hundred.

It is not certain where the pirates booked. One source of information is to the effect that they came aboard as passengers at Shanghai, whilst another states Amoy. The pirates used the old *modus operandi*. At about 3.45 p.m. they suddenly appeared—armed with revolvers. The points of vantage in the vessel were soon taken, and the passengers, crew and officers were held up.

Mr. T. P. Beatty, the Chief Officer, relating the story of the attack to a *Daily Press* representative, said that he was in his cabin, when he heard a scuffle in the alleyway, and going out found the ship in the hands of the pirates. The Indian guards had apparently been the first to be overcome. All the officers, including the Captain, Mr. Lapsley and the Russian lady passenger were brought to Mr. Beatty's cabin, and kept there under guard. Mr. Lapsley, who could speak Chinese, interpreted for the officers.

Pirates' Confessions.

Eventually two pirates, who were acting as the chiefs arrived, and through Mr. Lapsley, informed the officers that they did not wish to harm anyone, but that if they attempted to escape it would be the worse for them. The pirates gave orders that the ship should be taken to Chilai Point.

They explained that their families were starving and that was why they had taken to piracy. Later, however, they volunteered the information that it had cost them \$3,000 to carry out their escapade. The chiefs were quite "courteous," and communicative but evidently feared that the officers might turn the tables on them for they repeatedly warned them as to the consequences if they made any such attempt. "We will do anything, we shall go to the extreme if you try anything," said the chief. "If we go down, you will go along with us."

A Long Argument.

Eventually the officers were allowed a certain amount of freedom, but they were under the eyes of pirates posted at every point of vantage. The course was set for Chilai Point, but they were dubious as to whether the captain had really done so. Their fears and suspicions increased and they ordered that the course should be changed. The one they demanded, it was pointed out, would land the ship on a reef of rocks, which lay in the direction. A long argument ensued and eventually they gave in. Even then, they were not satisfied, and seemed to be in constant fear that the captain was fooling them.

Passengers Searched.

Early in the proceedings, in fact as soon as they had control of the vessel, the pirates put the wireless out of commission, and began searching the passengers, all valuables being confiscated.

A party made for the compradore's office but the compradore had hurriedly changed into a seaman's suit, blackened his face and gone amongst the crew. Efforts were made by the pirates to force members of the compradore's staff to divulge his identity, but they refused. It was stated, although it was not confirmed, that three of the staff were thrown overboard by the pirates.

The robbers had hoped that there was bullion on board, but this was not so.

THE BREAKAWAY.

THE GUARDIANS OF THE BRIDGE.

All was quiet during the evening and darkness fell. Then a daring plan was evolved by the officers for the capture of the vessel. They were out stories of this was carried out. One is that the officers found two revolvers and some 150 rounds of ammunition in the mate's room, and thus armed, two of them rushed the bridge, shot the two pirates on guard and so gained control. The other story, which is apparently the correct one, is that the Captain and another officer went to the bridge and while engaged in conversation with the two pirates stunned them and seized their revolvers.

The first story was related by Mr. Cormack, the Chief Engineer, but at the time the attack was made, at 1.25 p.m. he was below in the engine room, and was later taken up on deck by the pirates. The other story was told by an officer who was one of those who made the attack.

The Captain scouted the two pirates on guard saying "There is Chilai Point." The pirates turned their heads in the direction pointed at, and with that the other officer who was armed with a heavy instrument quickly stunned them both and the revolvers were whipped from their hands. One of the pirates began to move and he was shot. Another pirate was at the same time coming towards the bridge, and was also shot. That brought home to the other pirates that the officers had recaptured the bridge. By that time this gallant group of officers was joined by the others, and a running fight ensued. Sporadic firing went on for sometime, but the ship was pitching heavily and the pirates' shooting was erratic while that of the defenders of the bridge was a great deal more sure.

The Chief Engineer's Story.

The pirates then decided on a daring plan. Mr. Cormack, who was in the engine-room, was seized and forced up the gangway leading to the bridge. Crouching behind him with their revolvers at his back, the pirates followed. These were anxious moments for Mr. Cormack. He dare not shout as he would have been shot by the pirates, and at the same time owing to the darkness and impossibility of identification he was in danger of being shot by his friends. That actually happened. Seeing the approaching shadows one of the officers on the bridge

fired, and Mr. Cormack was hit in the chest and leg. He fell, and the pirates rushed back down the gangway.

Lying in the darkness for sometime, and assuredly suffering severely, Mr. Cormack eventually managed to reach the bridge, and in spite of his wounds helped in the fight. The pirates made sporadic rushes but each time they were repulsed.

Vessel Set Ablaze.

Baffled, bewildered, and seeing that there was no hope of capturing the bridge, for every attempt had been repelled, while several of them were killed or wounded, the pirates set fire to the alleyway near the after deck. Fanned by the strong wind the flames spread rapidly forward and the officers on the bridge were in extreme danger. Unhappily, they kept to their post, and in the light of the fire they sniped several more pirates. On the other hand the crew were trying to do what they could to quell the fire.

By now the pirates themselves were thoroughly disheartened and taking advantage of their defeat, two armed officers went down to the chart room where they knew that Mr. Lapsley was under the charge of two armed men. When they reached there, however, they found that the room was empty.

Boat Leaves the Ship.

The conflagration was spreading rapidly and the officers lowered one of the boats and put in it the European lady passenger. She was accompanied by Mr. A. Duncan, the third engineer, the Chinese wireless operator, and two quartermasters. It was intended that if real danger arose the boat should leave, but for the time being she was secured to the "Sunning." The flames, however, burnt through the rope and the boat drifted away from the ship. (As previously reported, she was picked up by a Norwegian boat, and her occupants are being landed either at Swatow or Shanghai).

Turn of the Wind.

On board the "Sunning" the fire increased but by an astonishingly good turn of fortune the wind changed and the smoke was blown towards the pirates. It was then that they decided to make off, and crowding into two of the ship's boats, lowered them and rowed away. They were not too panic-stricken to remember the loot and Mr. Lapsley was taken with them.

Two of the pirates left aboard put on life belts and jumped over the side, and the others mingled with the passengers.

Fighting the Flames.

The pirates gone or dispersed, the officers left the bridge which was already catching fire, and the crew began fighting the flames. An arduous struggle was carried on as the whole of the amidships was blazing. "It was an appalling sight," one of the officers said. "The conflagration lit up the sea for a long distance. There was a continual crash of falling portions of cabins, the metal was red-hot, the woodwork burned fiercely and amidships there was nothing but sheets of flame."

Strangely enough the fire confined itself wholly to amidships, and burnt itself out. Long before that two Japanese vessels came on the scene, and later H.M.S. "Bluebell," and the s.s. "Suiyang." Then the Taikoo tug arrived.

The "Bluebell" had left an armed guard on board, and eleven alleged pirates were captured. Later the gunboat picked up one of the boats, containing nine pirates and the booty.

As the "Bluebell" approached the pirates, one of them jumped overboard and was drowned. He is believed to have been the pirate chief, who was wounded before they left the "Sunning." Two "Sunning" lifebelts were also picked up by the "Bluebell," and it is thought that the pirates who jumped overboard were also drowned.

THE "SUIYANG'S" HELP.

EFFORT TO TOW "SUNNING" FAILS.

The s.s. "Suiyang" arrived in Port some two hours before the "Sunning." Captain Purslow, the master of the "Suiyang," stated that when just off Chilai Point at 1.45 p.m. on Tuesday, he received a wireless message to the effect that the "Sunning" had been pirated and set on fire. An hour's run brought the "Suiyang" to the scene. The "Sunning" was still burning, and the s.s. "Kuyang" was standing by.

Tow-Rope Breaks.

Heavy seas were running, and it was difficult to get into communication with the "Sunning." After two or three attempts a tow-rope was got aboard, and the "Suiyang" proceeded to tow the "Sunning" towards Hongkong. About an hour later, however, the tow-rope snapped. A further attempt to take the "Sunning" in tow was made, but it was then dark, and on receiving a message that the Taikoo tug was on her way out, Capt. Purslow decided that the most he could do was to stand by. Had things become too serious, the "Sunning" had everything ready to take off the passengers and crew, but at 9.15 p.m. the tug arrived. It was two hours before a connection was made, but after that all went smoothly.

The "Kuyang" had left hours before, and the s.s. "Shantung" which also came to the scene proceeded on her voyage as there was no need for her to wait. Before the towing commenced H.M.S. "Bluebell" had also returned.

DEAD AND WOUNDED.

LAUNCH USED AS HOSPITAL SHIP.

Reminiscent of wartime was the scene on a Taikoo launch which carried the dead and the wounded ashore an hour or so after the "Sunning's" arrival.

The first to land was Mr. Cormack who was found to be wounded in the chest and leg. He, however, referred to his injuries smilingly, and when met by Press representatives tendered his story willingly. He was able to limp to the waiting ambulance.

The other wounded men were pirates. Some were only slightly hurt, but others had to be carried on stretchers. Two had been hit in the stomach. Agony was depicted in the faces of two or three, but not a moan escaped them.

There were two who had gasches on their heads, and one was wounded in the throat. They were badly and villainously looking.

"See him," said one of the Naval Marines to a group of Pressmen, pointing to the bigger of the two. "He was hit twice on the head with the ship's lead, and twice with the butt of a rifle, and it was only then that he gave in."

The wounded were taken, some to the Government Civil Hospital and the others to the Kwong Wah Hospital. They were carried from the "Sunning" to the launch by the ambulance men, who exercised great care.

On board were also about a dozen handcuffed pirates who were not wounded. Several of them were youths. They were taken to the Central Police Station, and will be charged in due course.

The dead men were taken to the mortuary.

THE SCENE ON THE SHIP.

CONFUSION AND CHARRED REMAINS.

When a *Daily Press* representative went aboard the "Sunning" he found that the centre castle (amidships) was entirely burnt, the skeleton showing out like that of a gutted house. Only the iron remained, and it was twisted. Every vestige of woodwork had disappeared, the bridge no longer existed—the ruin was complete. The alleyways were deep with debris and charred pieces of furniture, cooking utensils and other wreckage was lying around in utter confusion.

In a blackened aperture, which seemed to have been the cook-house, there was a heap of ashes and rusted pans. A number of small buckets were filled to the brim with copper coins, rusty-red as if they had been in a furnace.

Amidst this scene of utter desolation were two sights which added to the ghastliness. Suspended on some pieces of twisted wire, which seemed to have formed a part of a bed were the charred remains of one who had perished in the flames. The other was a bundle of charred bones told a similar story—the fate of still another pirate.

The well-deck was crowded with passengers, police officers and officials, and baggage was strewn about. Down in the steerage quarters the passengers' belongings were heaped in confusion.

All the passengers were closely examined, and were called upon to prove their bona-fides. They were then allowed to go.

THE PIRATES' BAD SHOTS.

"OUR AMMUNITION HAD RUN OUT."

One of the officers, who guarded the bridge told our representative that when the pirates departed the defenders had only a few rounds of ammunition left. "They went in time," he said. "Had they kept attacking, our ammunition would have run out. Ah! but they were poor shots. Look!" and he pointed to the mast showing the marks where bullets had pierced. "It was a pity," he added, "that the Chief was shot, but it just couldn't be helped. We did not know he was there. But he acted like a brick." Added to their strenuous efforts of defending the bridge and quelling the flames, the officers also were without food or water. All their belongings have gone. They retain only the clothes they stood in when the vessel arrived yesterday. The Russian lady passenger and her companions were in a similar plight.

THE COMPRADORE'S STORY.

HOW HE AVOIDED DETECTION.

The Compradore had a story to tell, and he told it with gusto. "When the pirates made the attack," he said, "I rushed to my room, put on a seaman's clothes, and went amongst the crew. They tried hard to find me, but the Bosun would not give me away. Money gone, that's not of much account. I have got my life."

HONGKONG MAN CAPTURED.

Mr. Lapsley is a Hongkong man, having been born in the Colony and educated at the Diocesan Boys' School. He has been with the E.E.A.C. Telegraph Company at Shanghai for nearly a quarter of a century and only recently retired on pension.

NAVAL BOATS RETURN.

MORE PIRATES IN CUSTODY.

H.M.S. "Vindictive," and H.M.S. "Dei-patch" which were sent to the scene of the piracy on the news being received in Hongkong on Tuesday, returned to port yesterday afternoon.

Despite their lookout over the area, and the search made by the planes from H.M.S. "Hermes" no further boats of the "Sunning" were found, apart from those previously mentioned.

H.M.S. "Bluebell" returned to port as well, bringing with her the nine pirates and the boat she picked up after leaving the "Sunning" in search of the missing ship's boats.

Her pirate prisoners were handed over to the police authorities.

THE DAMAGE.

IN DOCK FOR A MONTH.

The extent of the damage cannot as yet be ascertained. The vessel has had no damage except amidships. All the holds are intact, and the cargo has not been damaged.

The vessel will probably be in dock for a month.

Wm. POWELL, Ltd.

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The general excellence of our Evening Wear is well-known in Hong Kong. Smartness with comfort being our aim.

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HONGKONG.

COLUMBIA NEW-PROCESS RECORDS.

- ALDERSHOT SEARCHLIGHT TATTOO. Parts 1 and 2
Part 1. First Post (Bugles); Bugle Marches and Band; Georgia; Lo Clarion Angles; The Rifles.
Bugles of H.M. ROYAL HORSE GUARDS (Blues) and Band of H.M. GRENADEIER GUARDS
Part 2.—Oriental Music: In a Chinese Temple Garden; Entry of Drums and Pipes; The Red Oak; March; Trumpeters; Cavalry Mass Call; Stables; Old English Fanfare.
Trumpeters of H.M. ROYAL HORSE GUARDS (Blues) and Band of H.M. GRENADEIER GUARDS
ALDERSHOT SEARCHLIGHT TATTOO. Parts 3 and 4
Part 3.—Entry of Pipe Band: The Back of Bannachie, March; Strathspey; Miss Drummond of Perth; Reel; Reel of Tulloch; March; Road to the Lires; Slow March; Highland Cradle Song.
Part 4.—Entry of Guards: The British Grenadiers, March; Troop; The Colours; Evening Hymn; The Dry Thon Gavert (Choir and Band)
Band of H.M. GRENADEIER GUARDS. With FULL CHOIR
Only the NUMBER is necessary when ordering COLUMBIA Records.

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ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used. On sale at all tobacconists.

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STEAMER FOR STRAITS, COLOMBO,
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& LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERSIAN GULF,
CONTINENTAL AMERICAN
AND SOUTH AFRICAN
PORTS.

THE Steamship

"DEVANHA"

Captain W. A. NORMAN, carrying His
Majesty's Mails, will be despatched from
this Port on or about THURSDAY,
the 26th NOVEMBER, 1926, at Noon, taking
Passengers and Cargo for the above Ports.
Silk, Valuables and Tea for Italy, France
and London (under arrangement) will be
transhipped at Bombay into the Mail Steamer
proceeding direct to Marseilles and London.
Parcels will be received at this Office until
5 p.m., the day before sailing. The contents
and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 18th November, 1926. [4203]

LOWER portion "DEBBINGTON"
available: central, beautiful views, use
of tennis court, verandah all round, four
rooms, modern baths, hot and cold water,
servants' quarters, etc. SMALL INVEST-
ORS' SHARE & REAL ESTATE CO.
Tel. C. 4530.

HONG KONG CLUB.

NOTICE.

THE INTERPORT CRICKET DIN-
NER is POSTPONED from TUES-
DAY, the 16th, to THURSDAY, the 18th
November, 1926, at 8 p.m.
By Order,
T. A. ROBERTSON,
Lieut.-Colonel,
Secretary.
Hongkong, 15th Nov., 1926. [4199]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL
MEETING OF MEMBERS will be held
in the JOCKEY CLUB ROOMS, HONGKONG
CLUB ANNEX, on THURSDAY, 18th
NOVEMBER, 1926, at 12.30 p.m.
By Order,
C. B. BROWN,
Secretary.
[4191]

BY ORDER OF THE MORTGAGEES.

PARTICULARS
OF THE
VALUABLE LEASEHOLD
PROPERTIES

Situate at Victoria in the Colony of Hongkong
and known as SECTION G or INLAND LOT
No. 38, together with the Messuage, Erection
and Buildings thereon known as o. 34, TAI
YUEN STREET.

To be sold by
PUBLIC AUCTION
IN ONE LOT
ON
THURSDAY, THE 18th DAY OF NOVEM-
BER, 1926, AT 3 O'CLOCK P.M.
AT THE
CHINA AUCTION ROOMS,
4, DUNDAS STREET, VICTORIA, HONGKONG,
BY
MR. E. V. M. DE SOUSA, Auctioneer.

The Lot consists of—
All that Piece or Parcel of Land situate at
Victoria in the Colony of Hongkong and
known as SECTION G or INLAND LOT
No. 38, together with the Messuage, Erection
and Buildings thereon known as o. 34, TAI
YUEN STREET. The Property is held for
the unexpired residue of the term of 99 years
from the 16th March, 1855, created by an
Indenture of Crown Lease dated the 18th
May, 1855, and made between H.E. LAZAR
MASTERY QUEEN VICTORIA of the one part
and CHEONG ASOW of the other part.
Annual Ground Rent: \$9.50. Area: 820.7
sq. feet or thereabouts.

For Further Particulars and Conditions of
Sale apply to—
Messrs. JOHNSON, STOKES & MASTER,
Mortgagees' Solicitors,
or to
MR. E. V. M. DE SOUSA,
Hongkong, 6th November, 1926. [4165]

THE AUSTRAL-CHINA NAVIGATION
COMPANY.

For
SYDNEY, MELBOURNE & ADELAIDE
via
MANILA, ILOILO, SANDAKAN,
BALIKPAPAN & RABAU.

S.S. "CALULU"

SAILING ON OR ABOUT 26th NOVEMBER, 1926.

For Freight and Particulars, Apply to—
DODWELL & CO., LTD.,
Agents.
Telephone No. Central 1030. [4088]

WELL established share and real
estate firm with large and in-
creasing clientele will consider applica-
tions from principals of integrity in position
to invest some capital in return for part-
nership and goodwill. Bonafides expected
and interviews given to prospective partners
only: no agents. Apply HONGKONG
SMALL INVESTORS' SHARE & REAL
ESTATE CO., 10, Des Voeux Road, Tel.
C. 4630; after 1st October same firm but
at No. 11, Ice House Street.

INTIMATIONS.

HONGKONG WOMEN'S GUILD &
MINISTERING CHILDREN'S
LEAGUE.

NOTICE.

OWING to the fact that the Hong Kong
Jockey Club Race Committee have
fixed the date of their First Extra Race Meet
in November on the 6th of that month,
the President of the H.K.W.G. and M.C.L.
has decided in the best interests of all con-
cerned to postpone the M.C.L. FETE until
SATURDAY, NOVEMBER 20th, as His
Excellency the Governor and Lady Clerk
have very graciously and kindly consented to
allow the date to be changed.

The FETE will be opened by Lady
Clerk at 2 p.m.
The PASTORAL PLAY produced by
Mrs. Chater (the Dances of which are being
arranged by Miss Violet Capell) will be held
from 3 to 4.30 p.m. (weather permitting).
[4042a]

LOST.

A Wire-haired FOX TERRIER PUPPY.
White and Black Markings. Please
return to A.D.O., GOVERNMENT HOUSE.
Reward. [4197]

WANTED—A Small Furnished FLAT,
or Two or Three Rooms in Private
House for European Family—Man, Wife and
Two Babies. CATERWAY BAY or HAPPY VALLEY
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particulars to Box No. 4140, c/o Hongkong
Daily Press. [4140]

WANTED to purchase two small houses
in good condition and preferably with
garden, Hongkong or Kowloon. Not to cost
more than \$14,000. No mortgage. HONG-
KONG SMALL INVESTORS' SHARE
& REAL ESTATE CO. Tel. C. 4630.

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and Order
to View please apply to HONGKONG
REALTY AND TRUST COMPANY, LTD.,
Exchange Building, Des Voeux Road Central,
Hongkong. [4193]

TO LET.—EUROPEAN HOUSES, Nos.
53 and 55, KENNEDY ROAD, and 1 and 3,
Broadwood Road with all conveniences.
Apply YOUNG, Tel. C. 906 on C. 531. [4194]

TO LET.

NEAR MAY ROAD STATION, TWO
FLATS in the New Building, with all
modern conveniences. Apply A. V. APOAR
& Co., Ltd., 1, Des Voeux Road Central.
[4172]

TO LET.

A EUROPEAN SHOP in NATHAN ROAD,
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Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
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CHILDREN, AGED 5 TO 12 YEARS,
RECEIVED IN DOCTORS'
FAMILY AND HOME SCHOOL FOR
GENERAL EDUCATION. COUNTRY
AND SEASIDE. EXPERIENCED RE-
SIDENT GOVERNESS. PROSPECTUS
ON APPLICATION TO MRS. HILLS,
DANEDALE LODGE, MINSTER ROAD,
SHEERNESS, KENT. [4075]

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TWO WEEKS.

WE have received a Consignment of
Up-to-date SCARVES, DEES
LENGTHS, HAORIS, KIMONOS, COATS,
etc., etc.
Call Early and have your choice.

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[107]

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French and American.

R.S.A. Air Rifles, and Miniature Rifles,
12 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all des-
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Agents for W. W. GREENER, Ltd.,
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HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
A. BRADSHAW & CO.,
[4197]

INTIMATIONS.

CHRISTMAS
CRACKERS

of exquisite design and
beauty specially manu-
factured for Table de-
coration.

ONLY A LIMITED STOCK

AVAILABLE

ALSO

SPRAYS of ARTIFICIAL
FLOWERS in wonderful

variety: a true repro-
duction of the natural
blooms.

A. S. WATSON
& CO., LTD.

THE HONGKONG DISPENSARY.

[50]

BIRTH.

SMITH.—On November 16th, at Seaford,
to Mr. and Mrs. N. L. SMITH, a
daughter. [4302]

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 18th, 1926.

REGIONAL GOVERNMENT IN
CHINA.

It seems now to be generally accepted
that the present turmoil in China is due
to an "awakening of the national spirit,"
or perhaps to the emergence of it for the
first time. In previous generations the
various parts of China have been welded
together largely by external force operat-
ing on groups that by written language,
by common festivals, and certain habits
were more or less homogeneous. This
external pressure disappeared with the
last revolution which destroyed the
Manchu Dynasty, with the consequence
that the unwieldy empire showed a
tendency to disintegrate, though force of
habit for a time maintained a semblance
of outward unity.

Under such a man as YUAN SHI KAI it
seemed that only the name of govern-
ment would be changed, but that the type
would remain as before. Forces, how-
ever, were too strong to permit of a
continuance of the despotic principle for
there had sprung up a strong desire to
be like other nations and to have the
democratic system of government by
which outward unity is secured by com-
mon agreement, a principle which, em-
bodying as it does the consent of the
governed, seems to confer more dignity
on those who hold it. This change before
it can become effective involves nothing
less than the creation of a national self-

consciousness sufficiently strong to sup-
port a form of government giving expres-
sion to that unity of feeling. As China
has not enjoyed such a system, and as
there has not been time for preparation
the process of development and of giving
practical shape to the ideal must be of
necessity very slow.

The breaking up of China into regional
governments would be a natural step in
the process of evolution towards national
government. Only in the smaller areas
could this type of government be estab-
lished at the moment. The country is too
vast to achieve it on the grand scale from
the beginning—it is a task almost beyond
human capacity, for a new technique has
to be devised for ruling four hundred
million people in a manner that meets
for the first time with the approval of
that four hundred million. And in China
there are very few who have the experi-
ence of administering the affairs of forty
people on true democratic lines.

Even if the country were unified by
military conquest, the task would be only
half begun for generals do not and can-
not deal successfully with political, social
and economic questions. These must be
handed over to civil administration if the
revolution is to mean what it was intend-
ed to mean, a change in the spirit and
form of government. The probability is,
however, that no general will prove
powerful enough to bring about unifica-
tion by force of arms and that this
method of procedure, if insisted upon,
will retard progress indefinitely. While
militarists wield the power in various
areas, even though those areas may be
under the nominal control of a civil ad-
ministration, there will always be jealousy
and frequent attempts to widen the
sphere of individual influence. Regional
government, based on the power of the
people, is the quickest road to travel and
Canton would do well to set the example
by maintaining an administration which
might be regarded as "model" in fact
as well as in name. It could safely leave
the question of unification to be solved
gradually, as it will surely be in course
of time, for China is geographically a
unit.

The road that China has yet to travel
before a government is established that
corresponds with the ideals and longings
of her more advanced thinkers is a long
one, the terminus of which will not be
seen by anyone of this generation.

There was a clean bill of health for the
Colony on Tuesday.

The Interport Cricket Dinner takes
place this evening at the Hongkong.

H.M.S. Despatch is holding a dance
this evening at the King Edward Hotel.

The half-yearly meeting of the Hong-
kong Jockey Club will be held at 12.30
p.m. to-day.

Mr. M. Manuk left for Australia on
Tuesday by the *Taipei*. Other passen-
gers included Lieut.-Comdr. and Mrs. C.
P. Prince and Dr. Paul Herment.

Members are reminded that an extra-
ordinary general meeting of the Hong-
kong Philharmonic Society will be held
at St. John's Cathedral Hall this evening
at 8.45.

A very successful dance was held at
the "Sailors' Institute" last night, when
upwards of fifty couples were present,
tripping it merrily to the strains of
Anderson's Jazz Band.

The outward British mail steamer
s.s. *Malwa* due to arrive here on Decem-
ber 10th; left Marseilles 17 hours late
owing to a strike at that port. It is
anticipated that she will make up this
loss of time on the journey.

Dr. Herment, from the Pasteur
Institute in Indo-China, left for Aus-
tralia on Tuesday afternoon aboard
the *Taipei*, to attend the forthcoming
International Medical Conference at
Melbourne as one of the French delegates.

The swimming sports of the St. John
Ambulance Brigade, which were un-
avoidably postponed last Sunday on
account of their being no water in the
bath at the Victoria Recreation Club,
are to be held on Sunday at 11 a.m., at
King's College, Bonham Road.

CORRESPONDENCE.

A SUGGESTION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—Since the pirates on the high
seas have been for so many years con-
nected with piratical Chinese passengers,
it has come to my mind that the following
method of procedure in allowing any
Chinese passengers on board might be
usefully adopted:—

If a steamer be leaving on a voyage
for Hongkong from a Chinese port (or
vice versa) of any duration, Chinese
passenger(s) requirements for the voyage
should be duly searched, and the rest of
his/her belongings, under no conditions
accessible during the voyage.

It would seem that by this means the
luggage and/or belongings attainable,
pending the duration of the voyage, could
then be easily "shredded up" prior to
steamer's sailing.

It would further seem that any passen-
ger objecting to such a procedure would
lay himself open to suspicion.

Collusion of crew in these piracies
might also usefully be investigated.—
Yours faithfully,
OBSERVER.

Hongkong, November 16th, 1926.

THE INDUSTRIAL FAIR AT
MACAO.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—Hongkong residents who make
the trip over to Macao to visit the Indus-
trial Fair in the Portuguese Colony are
not disappointed, for though on a modest
scale, the Portuguese have succeeded in
producing a very creditable Fair. The
Hongkong Press have very courteously
described the Exhibition in "the most
glowing terms, and our thanks are due to
them. Those who have not yet visited
the Fair are missing a great deal, and
Hongkong Portuguese in particular will
find it, and in Macao, much to delight
and interest them.

Like the British, the Portuguese evi-
dently "are poor advertisers of them-
selves," for this Fair gives the lie to those
who would have the world believe that
Macao subsists on questionable sources
of income, and on display are examples
of handicrafts and industries which, until
exhibited, had remained in many in-
stances almost unknown. As never be-
fore have proofs of the resources of the
Portuguese colony been marshalled to-
gether, and the Portuguese may well be
proud of their achievement.

Another point of the utmost importance
is the great number of Chinese exhibits.
The way in which the Chinese have re-
sponded to the appeal made by the
authorities is but another indication of
the harmonious relations existing between
the Chinese and the Portuguese at Macao.

One feels sure that the provision by the
Hongkong, Canton & Macao Steamboat
Co. of their luxurious s.s. *Taihan* to
make the excursion trip on Sundays to
Macao will do much to popularize the
Macao Fair for Hongkong visitors, and
such an act of grace will, doubtless, be
much appreciated by "trippers" who
will thus be able to visit Macao in the
maximum of comfort.—Yours faithfully,
JACK BRAGA.
Macao, November 15th, 1926.

CHINESE CARETAKER
MURDERED.FOUND DEAD UNDER BED WITH
THROAT CUT.

The Chinese caretaker of a Seamen's
Club at 19, Cheong On Street, Kowloon,
was found dead under his bed on Tues-
day evening with a wound in the throat.
A blood-stained chopper was picked up
near the dead body which indicated that
a murder had been committed.

Statements were taken yesterday morn-
ing by police officers from a number of
persons, but no arrests have been made.

The tragedy was discovered by an old
man, who is in the habit of going to the
Club for his daily paper, but when he
went on Tuesday evening at about 6
o'clock he found the door locked. He
returned later and the door being still
fastened, he reported the matter to the
police, who broke down the door and
found the dead body under the bed.

No arrests have yet been made in
connection with the murderous assault
on Subadar Lakh Ram at Whitefield
Barracks early on Tuesday morning.
The condition of the wounded Subadar
is considered very grave. A severe cut
was inflicted on the back of his skull.

In connection with the recent investiture
by H.R.H. Prince George of H.E. the
Governor (Sir Cecil Clementi, K.C.M.G.)
with the order of a Knight of Grace of
St. John of Jerusalem, His Excellency
has written as follows to the St. John
Ambulances Brigade.—"I desire to ex-
press my appreciation of the splendid
muster of the Hongkong Corps on parade
on the day when H.R.H. Prince George
decorated me. "Prince George was much
pleased with the bearing of the Corps on
that occasion."

TRADE IMPROVEMENT.

CARGO BEGINNING TO MOVE.

FAIR QUANTITIES BROUGHT FROM
CANTON.

THE BURDEN OF TAXATION.

The improvement in the trade between
Canton and Hongkong, which has been
anticipated for several days, was definite-
ly marked yesterday.

A week ago Chinese shipping companies
were advising merchants that they could
not take cargo of any description because
there was no one to handle it in Canton.
The *Tung On* returned yesterday with
nearly two hundred tons of general cargo
and between 700 and 800 passengers. The
Kwong Tung also arrived with about 100
tons. These are not large quantities, but
it is a distinct advance on the position
of last Wednesday.

Hindrances to Trade Revival.

Our Chinese correspondent writes:
Trade is suffering considerably from the
very heavy transit taxes now levied on
passengers and freight junks plying be-
tween Canton and inland towns. A large
number of ship owners are still refusing
to handle cargo on account of these im-
ports. The junks *Wuchow* and *Tung On*
used to pay \$24 a trip; now they have
to pay \$170. The *Jung Kwei*, *Bo Lun*
and others were charged \$80 by the
former collectors and now \$380 is de-
manded. These high rates, together with
the rest of piracy, to avoid which the
junks have to pay heavy sums in black-
mail periodically, are making shipping
business exceedingly difficult in Canton
waters.

In spite of these drawbacks, however,
the Hongkong-Wuchow traffic has been
recovering rapidly since the lifting of the
boycott. Now two gunboats of the Canton
Navy are regularly patrolling the
West River. These are an addition to
the Preventive Service of the Kuomintang
and are intended to stop opium smug-
gling and to prevent any dodging of the
Canton surtaxes.

The Officials' Tour.

M. Borodin, who has joined the Canton
officials on their tour of the newly
acquired territory will, according to the
Canton Gazette, participate in the pro-
posed conferences to plan the co-ordina-
tion and development of the provincial
administrations which now "come under
the control of the Nationalist Govern-
ment."

Through the Soviet Mission to South
China, the Kuomintang Army Headquar-
ters in Canton last week received a con-
signment of 30,000 rifles with nearly 1,000
rounds of ammunition attached to each,
according to a report of the party agency.
The consignment was unloaded at Wham-
poa. The Kuomintang, it is said, intend
to recruit five more divisions of Infantry.

General Li Lih Chun, the officer ap-
pointed to command the Kuomintang
troops in Kiangsi, his native province,
did not leave Canton for Nanchang on
the 16th as arranged. This sudden change
in plans has given rise to the rumour
that General Sun Chuan Fang, is soon
to fight his way back to Kuikiang.

The Wuchang-Changsha section of the
Canton-Hankow railway, according to
reports reaching Canton, has not been
working since November 13th owing to
labour troubles. There has been trouble
over wages and the workmen claim that
they have not received the arrears due to
them. The Kuomintang authorities in
Canton are taking a hand in the matter.

ON THE WAY.

WELCOME TO NATIONALIST
LEADERS EN ROUTE FOR
NANCHANG.

A message from the Canton Informa-
tion Bureau dated Wednesday, says:
"The party of Nationalist Government
officials which started yesterday for a
survey of the newly-acquired provinces
reached Shao Kwan, according to advices
received here to-day."

The whole town participated in a
communal welcome.
"The party is scheduled to start to-day
overland for Southern Kiangsi, en route
to Nanchang, where the first conference
with the military and political leaders in
the field is to be held."

"It is expected that the party will
reach Nanchang in ten days."

JAPANESE WARSHIP FOR
CANTON WATERS.

ANTI-PIRACY MEASURE.

[THROUGH REUTER'S AGENCY.]

TOKYO, November 17th.
Owing to a request by Japanese
business men at Canton, the Navy Office
has decided to employ a warship as a
permanent guard against Chinese pirates.
It is understood that the cruiser *Tsushima*
is being despatched, but later the
gunboat *Uji*, which is undergoing repairs,
will relieve it.

BRITAIN AND CANTON.

QUESTION OF RECOGNITION.

ANTIDOTE TO SOVIET PROPAGANDA.

[THROUGH REUTER'S AGENCY.]

LONDON, November 17th.

An article in the *Financial News* on the Chinese crisis by Mr. Hilton Young says that the establishment of rule by the Southern Nationalists throughout China which recent events have made by no means improbable, may result in a vast area, inhabited by nearly one-fifth of the world's population erecting between itself and the rest of the world the same impenetrable barrier of suspicion, distrust and dislike at present isolating Russia. Thus the basis of credit may be destroyed and international trade languish.

He says that recent events in Java show how infectious is Moscow's propaganda among the ignorant Oriental population, and opines that Britain's best policy is to approach the Canton Government, giving it some qualified form of recognition, and seek to guide it away from the path of repudiation so ruinous to China herself.

SINO-BELGIAN TREATY. THREAT OF BOYCOTT.

PEKING, November 17th.

The Waichiao up to date has not replied to the Belgian Legation concerning the proposal to submit the question to The Hague, but certain Sino-Foreign papers to-day state that preparations are being made for an anti-Belgian boycott if Belgium does so.

FRENCH PROSPERITY. LATEST EXPORT AND IMPORT FIGURES.

PARIS, November 17th.

French exports in October amounted to 6,103,000,000 francs, and imports 5,106,000,000.

COAL DISPUTE.

WALES AND SCOTLAND AGAINST ACCEPTANCE.

LONDON, November 16th.

A curious position has arisen in South Wales, where a large number of districts have voted against the Government coal terms, of which the South Wales Federation recommended the acceptance. A similar position is reported from Scotland. The Scottish Miners' Federation will meet at Glasgow to-morrow when the probability of an aggregate adverse majority is not ruled out. A more hopeful situation, however, prevails in the English districts. The Northumberland Miners' Council, by 33 votes to 27 has decided to recommend the acceptance of the terms.

12,000 More at Work.

LONDON, November 17th.

Twelve thousand more miners resumed work yesterday, making a total of 348,631.

SINGAPORE FLOATING DOCK. HOME FIRM GETS CONTRACT.

LONDON, November 16th.

Messrs. Swan, Hunters, Wigham, and Richardson, of Wallsend, have received the contract for the Singapore floating dock at an estimated cost of £1,200,000.

Tender by Kowloon Docks.

It will be remembered that a tender for the construction of the Singapore Dock was submitted by the Hongkong and Whampoa Dock Co., Ltd., and general regret will be felt locally that the contract has gone elsewhere.

However, there is no doubt that the Home Government has taken into consideration the great unemployment obtaining at home at present.

Dock to be Conveyed in Sections.

LONDON, November 17th.

The *Daily Telegraph* states that the Admiralty has concluded that the New Singapore Dock should be conveyed in sections to Singapore, where it will be assembled. It was estimated at one time that nearly three years would be required for the completion of the work, but there is reason to believe that it is now thought that a shorter period will suffice.

FUTURE OF THE AIRSHIP.

NEW PHASE OF BRITISH AVIATION.

4,000 MILES NON-STOP FLIGHT.

DETAILS OF NEW SCHEME.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 17th.

Several Overseas Premiers and other members of the Dominions Delegations to the Imperial Conference are visiting the Royal Airship Works at Cardington today to inspect lighter than air machines, which it is hoped will play an important part in Empire communications in the future. The most important work proceeding at Cardington is on the giant airship R101 which is a vessel of 155 tons. She is destined for service between Britain and India with possible extension to other parts of the Empire lying in the Northern Hemisphere.

The Air Ministry anticipate that long distance non-stop air journeys of the future will be carried out by airship. It is estimated that the vessels now being built should be able to fly without refuelling in good weather a distance of 4,000 miles with a normal freight and 100 passengers.

Great Progress.

Objections have been raised to the airship on the ground of danger of storm to the large fragile structure and the danger of fire, but great progress has been made in the last two years towards overcoming these difficulties. As to experimental work, the flights by R33 have provided most of the technical materials not hitherto available to airship designers.

Tests on a complete experimental section of R101 at Cardington have afforded a valuable check on the designers' calculations. Fabric tests have been carried out both at home and in India as a result of which much additional knowledge has accrued as to the best material and the best method of fixing the gold-beater skin to the fabric.

Details of New Airship.

R101 will have cruising a speed of 63 miles per hour and will be equipped with five engines housed in an equal number of cars slung from the ship, and the use of special fuel will, it is stated, prove remarkably economical in consumption. Accommodation for passengers on R101 is "amidships, divided into upper and lower decks. On the upper deck there will be a lounge fitted to seat 100 passengers, a dining room, and the part of the sleeping accommodation, while running along each side of the airship will be two promenades. On the ground floor will be a smoking room, kitchens with lift to dining rooms, crew's quarters and the remainder of the passengers' sleeping accommodation. Provision of space for dancing and games and for a shower bath is also contemplated.

Oil Engines.

The structure of both R100 and R101 now being built to the Government's order, will be incomparably stronger in the matter of material than any built in the past and as a result of the development of the Meteorological Department of the Air Ministry, it is believed that it will be possible to avoid storms and make the maximum use of prevailing winds. As for the danger from fire R101 is to be equipped not with petrol but with heavy oil engines.

After the new airships have carried out their home trials successfully, they will each be required to undertake flights to Egypt and India, and if the Dominions Governments provide necessary mooring masts and refuelling stations, demonstration flights to the Dominions will also take place as early as possible.

THE JAVA OUTBREAK.

FURTHER DETAILS OF BIG PLOT.

AMSTERDAM, November 16th.

A message from Batavia states that the ramifications of the Communist plot which caused the recent outbreak extended all over Java.

Thirty agitators have been arrested at Surabaya, including the notorious Mohammad Ali.

The ringleaders in Central Java, and East Java have been arrested.

Twenty-five rioters were killed and 29 were taken prisoners in the attack on the garrison at Laboenta.

POPULATING CANADA.

SUCCESS OF THE 3,000 FAMILY SCHEME.

ONLY 5 PER CENT. FAILURES.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 16th.

A report has been issued by the Earl of Clarendon and Mr. Macknight, Chairman and Vice-chairman of the Overseas Settlement Committee, on their recent tour in Canada. The primary purpose of the tour was to study land settlement in Canada and particularly to ascertain what progress has been made by families who went out from England during the seasons of 1925 and 1926 under the so-called "three-thousand-families scheme." No "less" than 1,504 families comprising 8,381 individuals have already been settled on farms owned by the Canadian Government and although the scheme only came into operation in the Spring of 1925 it is considered to have so far proved a conspicuous success and promises, in the words of the report, to become the "most" successful effort in colonisation undertaken by any government in modern times. The Selection of English families has proved to be thoroughly competent though there has, perhaps, been too strong a preference shown for families with farming experience, and it is a striking fact that inexperienced families, provided they are imbued with the right spirit, seem to succeed just as well as experienced ones. The cases of a former greengrocer and of an engineer from London are quoted as illustrations.

Careful analysis has been made of the cases of failures. Those who have abandoned the scheme hardly exceed five per cent. Of the remainder some ten per cent. appear to be below the general average and success in their case is regarded as doubtful. It is believed that given reasonably favourable conditions of climate and markets between eighty per cent. and ninety per cent. of the families settled under scheme will make good and remain permanently settled upon the land as farmers.

THREE BIG CONTRACTS FOR ENGLAND.

SINGAPORE DOCK AND BUENOS AIRES "UNDERGROUND."

TRADE ALREADY REVIVING.

RUGBY, November 16th.

It was stated to-day that the contract for the floating dock at Singapore has been secured by the firm of Swan, Hunter and Wigham Richardson of Wallsend-on-Tyne. The Dock will be built at Wallsend and towed out to Singapore when it is ready. It is to be capable of lifting a ship of 50,000 tons. The amount of the contract is £1,200,000 and it will provide work for many men for nearly two years. This is the second big contract placed in this country within week.

It has already been mentioned in the British Official Wireless Service that a London firm has been entrusted with the construction of electric underground railways for Buenos Aires. It appears that this contract involves the work of laying a "system" of railways in six sections linking up the principal railway termini and the chief business centres of Buenos Aires. Railways are to be built on the same system as that of the London Tube Railways, with all their latest improvements. The contract not only includes the construction of actual railways but also their whole equipment—motors, trains, electrical generators and gear, etc. An interesting feature will be that the lifts will be dispensed with, moving escalators being used instead. Altogether the work will mean an expenditure of nearly £10,000,000.

A third big contract is also announced to-day. This is the order which has been received by an Acerrington firm for cotton mill machinery for Melbourne, Australia, the amount involved being £1,000,000.

OXFORD HONOURS COLONIAL PREMIERS.

RUGBY, November 16th.

Oxford University to-day conferred the honorary degree of Doctor of Civil Law on Mr. Bruce, General Hertzog and Mr. Monroe, Prime Ministers of Australia, South Africa and Newfoundland.

ENTENTE WAR DEBTS.

ENGLAND OWED £1,000,000,000 AND PAID £8,000,000.

OUR AMERICAN DEBT £332,000,000.

[BRITISH WIRELESS SERVICE.]

RUGBY, November 16th.

Mr. Churchill, Chancellor of the Exchequer, replying to a question in the House of Commons stated that the amount received by this Country on account of war debts, in respect of which funding agreements had been signed, and the total further amount of principal and interest, due over a total period of sixty-two years were as follows:—From France: received £2,000,000, to be received £797,400,000; from Italy: received £1,000,000, to be received £270,750,000; from Rumania: received £30,000, to be received £31,300,000. The total received is £8,000,000, and to be received £1,000,000,000. The capital account of the British debt to the United States Government now outstanding amounts to \$4,500,000,000 or about £932,000,000.

THE IMPERIAL CONFERENCE.

CO-ORDINATING THE RESULTS.

RUGBY, November 16th.

Five committees of the Imperial Conference were at work to-day and a further advance was made in the examination of subjects referred to them.

The Research Committee proceeded to gather together the results of the detailed investigations undertaken by its small expert sub-committees and the reports are being prepared for presentation to the Conference which will meet in plenary session on Thursday (to-day). That meeting will also have before it two reports from the Economic Committee which were completed to-day. They deal with the immunity of state enterprises from taxation and with the question of the taxation of non-resident traders. The report of the Overseas Settlement Committee has also been completed.

AUSTRALIAN FINANCE.

STRIKING GOVERNMENT FIGURES.

RUGBY, November 17th.

In a speech on the financial policy of Australia last night, Mr. Stanley Bruce, the Australian Premier, gave striking figures regarding the progress and method of debt redemption in his country. He stated that the total debt of Australia amounted to \$978,000,000 all of which was funded. Three hundred five million pounds of the total represented war debt which was the only great non-productive debt of Australia. The balance of \$673,000,000 had been expended in the creation of valuable assets which were to-day fully reproductive.

Australia bore every penny of the cost of her war efforts and in doing so incurred a debt to Great Britain for munitions and other expenses of about \$22,000,000. This debt Australia had funded and "made provision to repay, before any other nation had recognised its obligations for assistance by its Allies during the War. In 1901 only fourteen per cent. of the Australian public debt was owed to Australians, but in 1925 it was 61 per cent., this indicating Australia's growing financial independence.

[THROUGH REUTER'S AGENCY.]

TO PREVENT STRIKE.

NEW BILL IN PARLIAMENT.

LONDON, November 16th.

The House of Commons, agreed to the first reading, by 135 votes to 82, the Conservative Bill to prevent strikes and lock-outs until a preliminary arbitration has been held before a properly constituted Court.

The introducer, Mr. A. C. N. Dixey, said the Bill did not remove the right to strike if the arbitration failed.

Mr. A. Hayday (Labour) in opposing, said the Bill was mischievous and would lead to the breaking up of conciliation machinery.

BORAH'S LATEST.

CHINA'S NATIONALISM. IMPERIALISM.

ADDRESS TO JEWISH WOMEN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, November 17th.

Senator Borah, in the course of an address to Jewish women, said that the present turmoil in China furnished the acid test to the world peace programme. He was of the opinion that the real trouble in China was nationalism coming in contact with imperialism. "Any nation which adopted a policy of forcible intervention, there would become an assassin of justice in the Orient."

GALE IN AMERICA.

BRIDGES SWEEP AWAY.

NEW YORK, November 17th.

A 79 mile-an-hour gale, accompanied by heavy rain, swept the Eastern States with considerable damage to shipping. It unroofed buildings, flooded mines, crippled transport, and interrupted telegraphic cable communications.

All the rivers in East Pennsylvania and West Virginia over-flowed their banks and bridges swept away, but hitherto there have been no fatalities.

Two Killed in New York.

LATER.

Two were killed and five injured as a result of a gale which swept the city yesterday.

U.S. RAILWAY DISASTER.

RESCUE TRAINS IN COLLISION. HEAVY DEATH ROLL.

PORTLAND, Tennessee, Nov. 17th.

Seven were killed and twenty-five injured following a collision between an express train and a motor-car at a level crossing near Hendersonville. The train was derailed.

Two were killed and six injured as a result of the actual collision, but two cars containing breakdown gangs racing to the scene collided and five were killed and nineteen injured. Six others are not expected to recover.

AUSTRALIA AND U.S.

PRESENTATION TO PRESIDENT COOLIDGE.

WASHINGTON, November 17th.

A delegation from Australia have presented President Coolidge, on behalf of New South Wales, with an oil-painting of the American fleet entering Sydney harbour.

Sir Hugh Denison, the new Australian Commissioner, was introduced to President Coolidge by Mr. Henry Chilton, Charge d'Affaires. Sir Hugh Denison stressed the importance of the co-operation of nations bordering the Pacific and the necessity for closer ties between Australia and the United States.

WORLD'S FLYWEIGHT CHAMPIONSHIP.

NEW YORK, November 17th.

The fight between Elky Clark, and Fidel Labarba for the Flyweight Championship of the World has been fixed for January 21st next year.

AUSTRALIAN TENNIS.

ANDERSON TO BECOME PROFESSIONAL.

SYDNEY, November 17th.

After participating in the inter-state contests in Melbourne at the end of November and the matches in Sydney in December Anderson will become a professional.

WOMEN RESCUED FROM BLAZING CAR.

LORRY MAKES A HOLE IN BUCKINGHAM PALACE WALL.

Three women were trapped in a blazing saloon motor-car which overturned in Leeds Road, Harrogate, on October 18th. They were Mrs. Florence Rowlandson, Broom Hill, Leeds; Miss I. Rowlandson, her daughter, and Miss Elizabeth Race, a servant.

Miss Rowlandson was driving the car, which came into collision with a milk motor-van. Both vehicles spun round and turned over, and the saloon car took fire.

Passengers rescued the women through the upper saloon door. The car was soon a mass of flames and a charred wreck. The driver of the van escaped with shock.

BRISK BUSINESS AT KASHING.

TRADE AND BUILDING GO AHEAD.

BUT NO SECURITY YET.

Writing from Kashing on November 16th the *N. C. Daily News* correspondent takes an optimistic view of the local situation despite military activities and a certain air of uncertainty.

The merchants are busy, he states, with throngs of country people who come in to buy and sell, buildings are going up, some into three storeys on the valuable lots. This is quite a change from 30 years ago, when threats were made to turn out foreigners for building houses two storeys high.

Mr. Y. T. Chu of the Yangtze Development Company, has overcome many of the difficulties in constructing the new reinforced steel concrete bridge connecting the railway station with the business centre of city. The firm are all Chinese, using up-to-date materials and modern methods.

Two Shanghai-landers came in from a four days hunting trip near Haiyien with 36 pheasants, four woodcocks and two partridges. Later on, duck-shooters will go north and east into the lake districts. Kashing is very convenient as a starting point. By arranging for boats or sending them ahead, parties can come by train in three hours and save a day in travel.

Still Unsettled.

A fresh lot of soldiers transferred from Sungkiang are drilling hard. This sunnily indicates that Marshal Sun Chuanfang is about to strike somewhere. When trained, they can be easily sent forward. Local launch traffic has been improved by two new crude oil burners. On November 7th, about 30 junks loaded with rice from Wuhu, were held up at Kashing waiting orders from Hangchow. No explanation was given. There is a vague, intangible feeling that something is about to happen, but all clues end abruptly. The impression grows that elusive propaganda is afloat, so that obvious facts cast confusing shadows.

CHRISTMAS LETTERS.

DESPATCHED FOR HOME.

Yesterday the Blue Funnel liner *Antenor* sailed for Home; having on board a batch of Christmas mails. She carried no fewer than 33,000, including registered packages. About the same time last year, the *Manitau* carried 77 bags. This mail is due at Marseilles on December 15th.

Among the passengers leaving on the *Antenor* were Mr. and Mrs. W. B. Yates, Mr. A. W. Hoy, and Mr. C. G. Wood.

The proper Christmas Letter mails for the United Kingdom closes at the G.P.O. on Saturday at 5 p.m., and will be despatched by the s.s. *Katori Maru*.

The Christmas Letter and Parcel Mails for Canada and U.S.A. closes on Wednesday next at 5 p.m., and on Thursday at 10.30 a.m. respectively.

The s.s. *Kliva* left Singapore on Tuesday afternoon and is due here on Monday daylight with cargo only.

Mails from Home and Europe via Siberia are due to-day by the *Way Castle*, and another Home mail via Negapatam (letters and papers London October 31st) is due on Sunday, by the *Pheonius*.

The local office of the Dollar Line has been advised that the *President Pierce*, en route to San Francisco via Hongkong and Japan, would be despatched from Manila yesterday at 3 p.m. with passengers cargo and mail for Hongkong, and is due to arrive here to-morrow morning.

TRAGEDY OF THE GRENFELS.

LORD DESBOROUGH LOSES HIS LAST SON.

Few private bereavements of recent years have touched the heart of the nation like the death of the Hon. Ivo Grenfell, which occurred in October at Hawkhurst, Kent, as the result of a motorist accident.

This death has added another chapter to the tragedy of the Grenfells and Lord Desborough, the early part of whose life seemed so fortunate and happy in both public and private affairs, has now lost his last surviving heir.

Lord and Lady Desborough had three splendid sons, as well endowed, both in mind and muscle, as their distinguished father and full of promise to hand down to future holders of the title all the prestige with which its original holder had surrounded it.

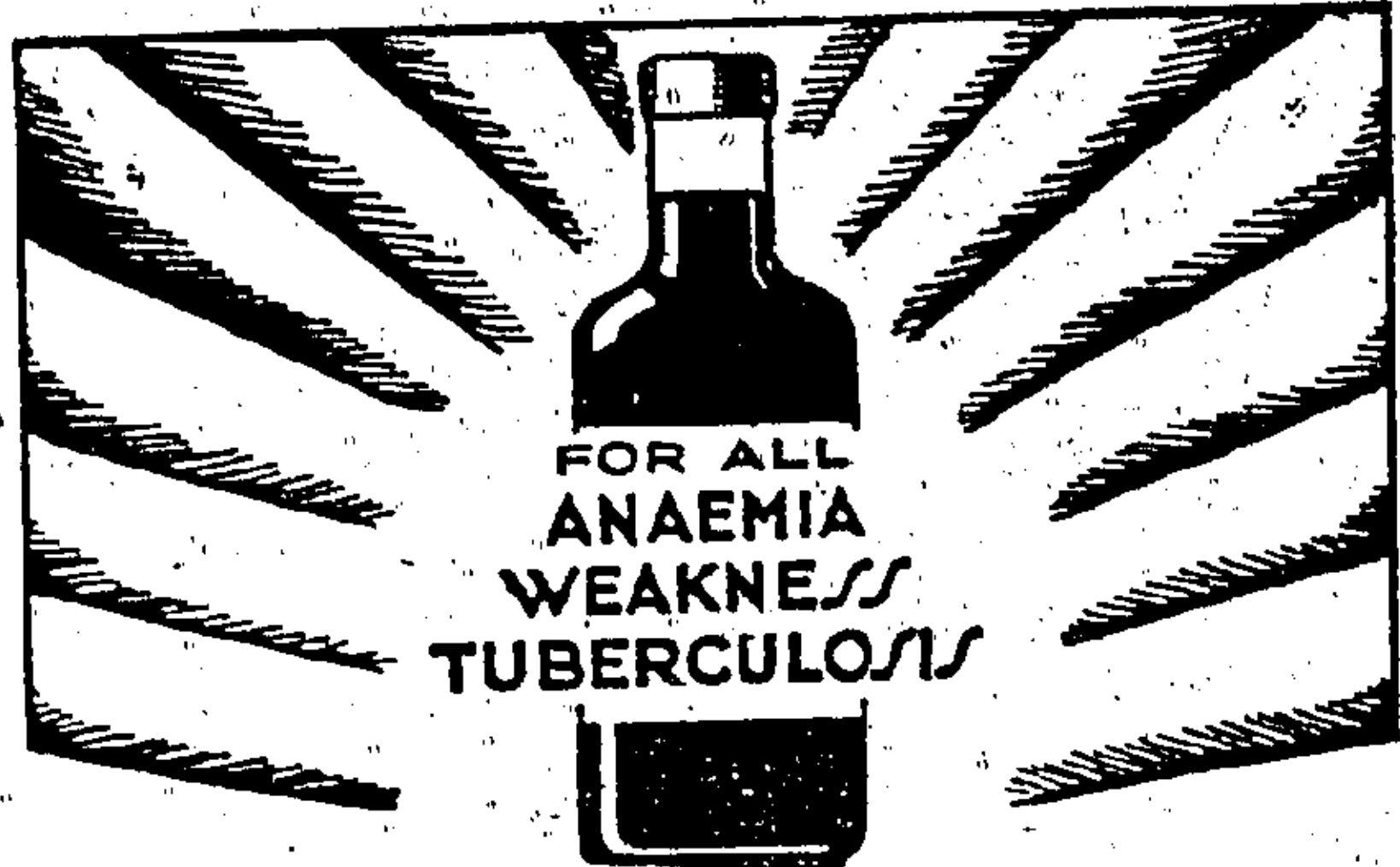
Of these the two eldest, Julian and Gerald, were killed in the war at the ages of 27 and 25. Both had marked themselves out by their gallantry, and Julian had earned renown as the author of "Into Battle," one of the finest soldier-poems in the English language.

Calamity has followed the house of Grenfell with unusual persistency. Before Lord Desborough's sons were killed, their cousins, the "Grenfell twins," well known for their athletic skill and high spirits, had fallen in France.

And now, more than ten years later, by the ill-luck of a dark road, yet another of these clever, manly, popular Grenfells has lost his life, at the early age of 28.

Crash into Wall.

At the inquest on Ivo Grenfell a verdict of Death from Misadventure was recorded. The theory was advanced, and was shared by the coroner, that Mr. Grenfell, on reaching a bend in the road, failed to see a wall in time, wrenched the steering wheel, and caused the sheering of a pin, thus rendering the steering gear inoperative.



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CLUMSY RUSSIAN DIPLOMACY.

CHERNICH SNUBBED IN NORTH CHINA.

Details are now available, says the N.C. Daily News in a communication from Mukden dated November 7th, of the course of action which the new Soviet Envoy to China is now pursuing in Manchuria.

Comrade Chernich was granted an audience with Marshal Chang on October 22nd when it was learned that the Comrade was the fully accredited representative of the Russian Government. On the occasion of the audience the visitor departed from the audience of such meetings, which limits the conversation to the exchange of courtesies, and proceeded to express regret that incidents had occurred in connection with the Chinese Eastern Railway which were not in accord with the spirit of amity that should distinguish the relations between friendly nations. Politely but firmly the Marshal stopped the conversation on this subject, and the interview was soon brought to a close.

On October 23rd Comrade Chernich had an official interview with Mr. Kao, Chief of the Central Diplomatic Administration of the Three Eastern Provinces, and presented a statement covering the following seven points for discussion in Mukden:

1. Navigation on the Sungari and the seizure of the C.E.R. fleet of steamers.
2. The administration of the C.E.R. schools (which the Chinese had forcibly taken over).
3. Recognition of the trade unions in the Railway zone.
4. The Legal status of the citizens and institutions of the U.S.S.R. in China.
5. The financing of various Chinese institutions within the Railway zone.
6. The Land question.
7. Other questions which might be raised by either side.

Loyal to Peking.

Mr. Kao, however, declined to discuss these matters until he had consulted with the Government, and so far as Comrade Chernich was concerned, this interview proved fruitless.

Undeterred by this rebuff the Russian Consul-General pressed Mr. Kao to discuss the matters in question. Mr. Kao refused on the ground that the questions were concerned with the Mukden Agreement of 1924, which represented an additional agreement to that reached in Peking between the Chinese and Russian Governments, and, therefore, the Mukden Government categorically refused to discuss the questions independently of the Peking Government especially as there had been established in Peking a special delegation for the negotiation of Sino-Russian Affairs. Moreover, this delegation had already waited a long time for the arrival in Peking of Comrade Chernich.

Suddenly, on November 2nd Comrade Chernich departed for Harbin on the pretext of attending to his private affairs, but a day or two later he called on Mr. Yu, the president of the Chinese Eastern Railway, and opened a conversation on railway matters. The president replied that he could not discuss such matters until he had received instructions from Mukden.

LONDON'S CHINATOWN: FACT AND FICTION.

FRACTION OF LIMEHOUSE CHINESE.

In the course of a charming article which appeared in the Daily Mail of October 18th entitled The Real Limehouse, the Rev. J. B. Powell, Rector of Limehouse, says:—It was Mr. Lloyd George, in his more democratic days, who first made us famous. Poor Limehouse! how earnestly we can say, "Defend us from our friends, from our enemies we can defend ourselves."

Then Mr. Thomas Burke bid us listen at his whispering windows, determined we should hear no good of ourselves if he could help it. He drew up our blinds to show a delighted public Chinese and chimpanzees, murder and muck, opium and original sin, prize fighters and public-houses, women and wine.

Thus was born the Limehouse school of literature. Ah, if life in Limehouse were only what our fiction writers picture it how exciting it would be to live in!

But to-day we have to endure parties who "see Limehouse" in motor-coaches. Parties will even descend on clergy late at night and demand to be shown Chinatown.

They find themselves in a perfectly orderly street, quiet as the grave, but they thrill with the thought that at any moment they may be stabbed in the back or spirited away into an opium den. Every grating distils for them the mysterious odours of some Eastern drug. The vivid imaginations of the short story writers enable them to penetrate the secrets of Chinatown to their hearts' content. But never a "Beryl" or a "Croucher" do they meet, not even a writer mourning for his literary children because they are not.

It is a literary picture only; about as true as the real Limehouse as a delineation of English society life in an American film.

Limehouse is not made up of bullies and alien degenerates and sordid vice, but far more of hard-working, orderly men and women, generous, loyal, and humorous; of delightful children, friendly and full of life.

The old mercantile flavour of Narrow-street and Rope-makers Fields, the ever-changing pageant of Limehouse Reach, beloved of Napier Hemy, have far more of romance, or adventure, of charm, than any of the much-vaunted streets of that fraction of us called Chinatown.

We firmly believe in a healthy mind in a healthy body; and every street has its cricket and football pitch. Our splendid local tradition insists that every member of the team shall bowl an over in turn and heralds the last ball with the cry, "Over going."

BLIND EX-SERVICE MEN.

SERVICES APPEAL FOR FINANCIAL ASSISTANCE.

An appeal is again being made, through the Services, in aid of:

1. Blind ex-service men not eligible for a Government Pension or training at St. Dunstan's.
2. Ex-service men who become blind after reversion to civil life.
3. All serving or ex-service men's wives or children who are, or may become, so afflicted.

In support of the fund, Field Marshal Lord Allenby and Field Marshal Sir Wm. Robertson, write:

"Firstly, we would like to thank all those who supported this Appeal last year, especially those who became Annual Subscribers."

"Under the three categories mentioned above, help has been rendered. In addition, many men now serving are receiving assistance in respect of their blind relations."

In the administration of this Fund a great step forward has been made. The Fund now co-operates with Regimental Associations; thus the applicants have not only received expert assistance more quickly, but in many cases overlapping has been avoided."

For these reasons and because of the fact that owing to the Strike and the increase of unemployment, many who have formerly assisted the Fund are now unable to do so, we have no hesitation in asking you to combine to support the Fund. We may add that we rely mainly on those men who are actually drawing pay."

Many men are still being trained and several are already earning their own living. Although funds are not yet sufficient to give actual pensions to old and infirm men not capable of being trained, regular financial relief is in some cases being given."

Each case comes under the personal supervision of Captain E. B. B. Towse, whose experience is invaluable."

"Contributions should be sent to Capt. E. B. B. Towse, V.C., C.B.E., at 23, Great Portland Street, W.1."

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THE NEW FRENCH REMEDY

THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

No. 1 for Rheumatism. No. 2 for Stomach & Bowel Disorders. No. 3 for Chronic Weakness. Sold at all Chemists, Druggists, and Grocers. Price 1/6 per bottle. Write for Free Booklet to: MESSRS. J. B. ROBERTS & CO., LTD., 10, Abchurch Lane, London, E.C. 4.

A motor-lorry, heavily laden, in attempting to avoid a collision, on October 18th crashed into the wall surrounding the gardens of Buckingham Palace in Grosvenor-place. A hole was made in the wall and was covered by a temporary board.



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Telephone Central 30.

A blind man, Harry Popple, of Teddington, was recently fined £2 at Feltham, Middlesex, for street betting.



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'Johnnie Walker' is sold, the positive guarantee of its purity and maturity holds good. It's on that fact that its world-wide reputation rests.

JOHNNIE WALKER

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TIENTSIN

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SHIPPING NEWS.

ARRIVALS.

November 18th.
Haimun, Chinese str., 841 tons, Capt. H. Carneiro, from Canton, lying at buoy No. C44—Hup Loong S.S. Co.
Zean, British str., 1,351 tons, Capt. E. H. Histed, from Fort Bayard, with a general cargo, lying at buoy No. C17—B. & S.

November 17th.

Hanching, British str., 1,287 tons, Capt. A. H. Stewart, from Foochow, Amoy and Swatow, with a general cargo, lying at Douglas Wharf—Douglas, Laprak & Co.
Kiangchow, British str., 1,545 tons, Capt. C. Harris Walker, from Hoihow, with a cargo of firewood, lying at buoy No. B11—B. & S.

Kronviken, Norwegian str., 1,510 tons, Capt. Mønsen, from Canton, lying at Yau-mat—Wallum & Co.
Kui Sang, British str., 3,843 tons, Capt. V. McC. Liddell, from Kobe, which port she left on November 15th, with a general cargo, lying at Kowloon Wharf—J.C.C.L.

Sumatra Maru, Japanese str., 3,562 tons, Capt. I. Kamazaki, from Bombay via Singapore. The latter port she left on November 8th, with a general cargo, lying at Kowloon Wharf—O.S.E.
Van Oon, Dutch str., 2,862 tons, Capt. H. G. Blits, from Singapore, which port she left on November 14th, with a general cargo, lying at buoy No. A5—J.C.C.L.

Wong Shue-Kang, Chinese str., 800 tons, Capt. R. M. de la Sala, from Saigon, which port she left on November 14th, with a general cargo, lying at buoy No. C37—Kung Chung S.S. Co.

CLEARANCES.

November 17th.
Haimun, for Hongkong.
Hermes, for Miri.
Kronviken, for Saigon.
Lok Sun, for Sandakan.
Olderkerk, for Shanghai.
Sinking, for Swatow.
Sui Yang, for Canton.
Sumatra Maru, for Mojil.
Takada, for Singapore.

PASSENGERS.

By the s.s. *Shingo Maru*, for San Francisco via ports, on November 17th:—Mr. Hashidamo, Mr. J. M. Ramsay, Mr. H. G. Coopers, Mr. E. A. Crampson, Mr. A. L. Schumacher, Mr. N. G. Bens, Mr. T. C. Hards, Mr. Dorothy E. C. de Vallarion, Mr. A. F. van Wieringen, Mr. J. J. de Silva, Miss Rosie Lee, Master Walter Lee, Master Norman Lee, Master Milton Lee, Master David Lee, and Mr. B. A. Clardy.

By the s.s. *Antenor*, for London via ports, on November 17th:—Mrs. Maclean, Miss Crew, Mr. and Mrs. John C. Oswald, Mr. C. B. Leatham, Mrs. Stewart, Mr. Foster, Mr. C. Stuart Smith, Mrs. W. F. Harley, Mr. and Mrs. W. B. Yates, Dr. J. Durran, Miss Johnson, Mr. and Mrs. D. McFerran and child, Dr. W. B. Burke, Mrs. A. W. Hoy, Master M. Hoy, Mr. G. G. Wood, Mr. Frank Coates, Mr. and Mrs. W. C. Howe, Mr. A. M. Thompson, Mr. Sidney Metz, Mr. C. J. Clackett, Mrs. M. E. Kempster, Miss A. Peers, Miss M. Seran, Mr. and Mrs. J. J. Glynn, Mr. E. E. Toeg, Mrs. H. J. Archibald, Master J. I. Archibald, Mr. C. M. Allnut, Miss H. Algar, Miss C. M. Brown, Mrs. H. E. Fowler, Miss G. B. Haller, Mr. A. Hallett, Miss G. B. Haller, Mr. A. Hutchison, Mrs. B. A. Kreulan, Mrs. W. E. Kent, Mrs. L. Lucas, Mrs. J. MacDonald, Mr. and Mrs. J. C. Martin, Mr. and Mrs. J. Quin, Miss R. Quin, Miss E. Quin, Master M. Quin, Mr. P. W. Sinnott, Mr. I. G. Sullivan, Mr. and Mrs. E. Scheltus, Master W. Scholtus, Miss F. Martin, and Mr. F. W. Smith.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kobe yesterday at 5.30 a.m. and was due to leave at 5 p.m. She is expected at Yokohama to-morrow.

The s.s. *Preussen* (Hamburg-Amerika Line) left Singapore on the afternoon of the 16th inst., and is expected to arrive here on the 21st inst. at daylight. She is scheduled to sail on the following day from here for Shanghai and Japan. The P. & O. Co.'s s.s. *Khiva* left Singapore for this port on the 18th inst. at 4 p.m., and is due here on the 22nd inst., at about 8 a.m.

VESSELS EXPECTED

Agra (Swedish East Asiatic), due about November 30th.
Bendoran (Ben Line), due November 20th.
Formosa (Swedish East Asiatic), due December 13th.
Khiva (P. & O.), due November 22nd, about 8 a.m.
Preussen (Hamburg-Amerika Line), due November 21st, at daylight.

SHIPPING NOTES.

A mistress of a cargo junk was fined \$1, or 1 day's imprisonment, at the Marine Court, yesterday morning, before Lieut. Commr. G. F. Holo. B.N. for mooring alongside the s.s. *Kuei-how* abreast of five other junks. For failing to report to H.M. Station his arrival at Tai O, the master of a junk was fined \$10, or ten days' hard labour in default.

The total number of deck passengers entered during the 24 hours ended at 9 a.m. yesterday was 1,854, out of which the Java-China-Japan Line's vessel, *Van Oon*, brought 1,125.

HONGKONG SHIPPING.

YESTERDAY'S STATEMENT.

Cargo for Hongkong entered during the 24 hours ended yesterday at 9 a.m., totalled 3,473 tons, out of which 1,979 tons were carried by British vessels. The best return was 1,145 tons brought in by a Dutch steamer.

Steamers passing through Hongkong had a total tonnage of 7,529 of general cargo for ports beyond. The biggest return was 3,000 tons on the *Antenor*, a British vessel from Taku Bar and Shanghai. The Dutch steamer, *Olderkerk*, carried 2,087 tons.

During the 24 hours ended at 9 a.m. yesterday, there were only 9 arrivals and 14 departures; their nationalities being British, 4 arrivals and 6 departures; Japanese, 1 arrival and 1 departure; Norwegian, 1 arrival and 1 departure; Chinese, 1 arrival and 3 departures; Dutch, 3 arrivals; French, 1 departure; American, 2 departures.

There were 62 vessels in ports, out of which 27 were British.

The tabulated lists of arrivals and clearances will be found on page 10.

NAVAL INTELLIGENCE.

Dating from October 15th, Commander H. R. Moore, D.S.O., was relieved as executive officer of the cruiser *Dulka*, in which he has served during the past two years, by Commander H. S. Bowley, late of the Signal Department, Admiralty, and formerly in the *Renown* during the tour of the Prince of Wales to India and Japan.

Capt. E. R. Kennedy, I.A., has qualified as an interpreter, first class, in Chinese, as a result of the last examination in foreign languages.

Among the candidates declared by the Admiralty to have been successful in the professional examination for warrant supply officer, held in July last, were P. G. Hopping, *Ambruse* (previously qualified in victualling and mathematics), and G. Dext, of the *Mantis*, passed in mathematics and victualling.

Lieut. Commander Stephen King-Hall, R.N., whose standard work on "Western Civilisation and the Far East" created much attention on its appearance two years ago, the more so as being the work of a young naval officer, is publishing through Messrs. Ernest Benn, Ltd., a work on "Imperial Defence." It aims at showing, at a time when economy of public funds is so urgent, what the taxpayer gets in return from an annual expenditure of 116 millions upon the fighting services.

The following appointments were made by the Admiralty on October 13th:—Lieut. R. C. Wild, to *Vindictive* (T), addl. (Oct. 20th), and as acting interpreter in French (from date of joining). Payr. Mid. J. S. S. Smith, to *Durban* (on recomng.).

The following appointments were made by the Admiralty on October 14th:—Commr. C. C. B. Vacher, to *Dahliya*, in command (on commg.), and to *Cornflower*, in command (on transfer). Lieut. Commr. C. Caslon, to *Hawkins*, addl. (Nov. 10th), and as Flag, Lieut. to V/A Sir R. Y. Tyrwhitt, and as Fleet (S) Officer and W/T Officer (on transfer of flag).

The following appointments were made by the Admiralty on October 19th:—Surgn. Lieut. Commr. J. F. Haynes, to *Durban*, on recomng. (Nov. 2nd); Payr. Lieut. Commr. P. H. Morrissey, M.B.E., to *Hawkins*, addl. (Nov. 20th); and as Sec. to Chief of Staff (on transfer of flag). Payr. Lieut. A. G. Spears, to *Hawkins*, addl. (Nov. 20th), and as Asst. Sec. to V/A Sir R. Tyrwhitt (on transfer of flag); and D. S. Wareham, to *Hawkins*, addl. (Nov. 20th); and for duty in Admiral's office (on transfer of flag).

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AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

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S.S. "CITY OF CAIRO" ... via Suez Canal ... 3rd December.
S.S. "COLORADO" ... via Suez Canal ... 31st December.

*The above modern passenger steamer will be despatched as above for Boston and New York via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL arriving in New York on or about 31st December and 29th January respectively. Fares: £100 Single First Class, £70 Single Second Class.

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Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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STEAMERS	H'kong. Leave	Shanghai. Leave	Kobe. Leave	Yokohama. Leave	Vancouver. Arrive
EMPEROR OF ASIA	Jan. 8	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPEROR OF CANADA	Jan. 23	Jan. 23	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 13	Feb. 13	Feb. 16	Feb. 19	Feb. 28
EMPEROR OF ASIA	Mar. 9	Mar. 9	Mar. 12	Mar. 15	Mar. 24
EMPEROR OF CANADA	Mar. 30	Mar. 30	Apr. 2	Apr. 5	Apr. 14
EMPEROR OF RUSSIA	Apr. 20	Apr. 20	Apr. 23	Apr. 26	Apr. 35
EMPEROR OF ASIA	May 11	May 11	May 14	May 17	May 26
EMPEROR OF CANADA	May 22	May 22	May 25	May 28	May 37
EMPEROR OF RUSSIA	Jun. 1	Jun. 1	Jun. 4	Jun. 7	Jun. 16
EMPEROR OF ASIA	Jun. 22	Jun. 22	Jun. 25	Jun. 28	Jul. 7
EMPEROR OF CANADA	Jul. 11	Jul. 11	Jul. 14	Jul. 17	Jul. 26

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILING ST. JOHN TO LIVERPOOL.

MONTROSE	February 4	MONTROSE	April 2
MONTNAIRN	February 19	MONTNAIRN	April 17
MONTGALM	March 19	MONTGALM	May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

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Dec. 3	Dec. 4	Dec. 5	Dec. 7
Dec. 25	Dec. 27	Dec. 28	Dec. 30

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THE "FOOK SING."

WOODEN MOTOR SHIP SOLD.

At Messrs. Lammert Bros. Auction Rooms yesterday afternoon the wooden motor ship *Fook Sing*, which was put up for sale last week and not sold, was disposed of. She fetched the low figure of \$3,000.

This vessel has been lying off Cheung Sha Wan in the harbour, and is a triple screw motor ship, built of Teak.

Her dimensions are as follows:—Length, 163 feet 4 inches; breadth, 30 feet, 7 inches; depth, 19 feet 4 inches; gross tonnage, 838.34 tons; registered tonnage 527.52 tons.

The upset price was \$5,000, and this figure was increased to the sum stated by bids of \$100. The purchaser was Chu Tsik Fuk.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 17th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.95	30.01	29.93
Temperature	70	85	79
Humidity	63	85	71
Wind Direction	Eas.	Calm	West
Force	2	0	2
Weather	2	0	2
Rain	0.06	0.00	0.00
Highest open-air Temperature on 17th	71		
Lowest open-air Temperature on 17th	58		

B=Blue sky; C=Cloudy; D=Drizzle; F= Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q= Squalls; R=Rain; T=Thunder

HONGKONG TIDE TABLE.

From November 18th to 24th, 1926.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
Thur.	13	h. m. 8 29	6.1	h. m. 2 17	2.5
Fri.	19	8 24	7.2	2 7	2.7
Satur.	20	8 27	5.9	3 3	1.8
Sun.	21	8 33	7.8	3 8	3.3
Mon.	22	8 34	8.0	4 28	1.2
Tues.	23	10 23	5.0	5 11	1.2
Wed.	24	1 14	4.7	5 56	1.3
		10 55	7.7	4 31	4.0
		2 23	4.5	6 47	1.5
		11 29	7.3	4 54	4.4

SUNRISE AND SUNSET IN HONGKONG.

FOR NOVEMBER, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
November 18th	6.37 a.m.	5.39 p.m.
" 19th	6.38	5.39
" 20th	6.39	5.39
" 21st	6.39	5.38
" 22nd	6.40	5.38
" 23rd	6.40	5.38
" 24th	6.41	5.38
" 25th	6.42	5.38
" 26th	6.43	5.38
" 27th	6.44	5.38
" 28th	6.44	5.38
" 29th	6.45	5.38
" 30th	6.46	5.38

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN	"MAUSANG"	Thursday, 18th Nov., at 4 p.m.
CANTON	"KWONGSANG"	Friday, 19th Nov., at 5 a.m.
TSINGTAO via SWATOW & SHANGHAI	"YATSHING"	Friday, 19th Nov., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"LAISANG"	Friday, 19th Nov., at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Friday, 19th Nov., at 10 a.m.
CANTON	"WAISHING"	Saturday, 20th Nov., at 6 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Sunday, 21st Nov., at 10 a.m.
SHANGHAI via SWATOW	"KINGSANG"	Tuesday, 22nd Nov., at 10 a.m.
TIENSIN	"CHEONGSHING"	Friday, 25th Nov., at 3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday, 26th Nov., at 10 a.m.
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 30th Nov., at 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Friday, 3rd Dec., at 3 p.m.
SANDAKAN	"HINSANG"	Tuesday, 7th Dec., at 9 p.m.
TIENSIN	"CHIFSHING"	Wednesday, 8th Dec., at Noon.
KOBE	"HOSANG"	Saturday, 11th Dec., at 7 a.m.

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Vessel	Due Hongkong.	Vessel	Discharge Leaves H'kong.
"GLENARA"	7 a.m. 18th Nov.	"CARMARTHENSHIRE"	30th Nov.
"CARNARVONSHIRE"	27th Nov.	"GLASGOW"	1st Dec.
"GLENARIEL"	8th Dec.	"GLENARA"	26th Dec.
"PEMBROKESHIRE"	26th Dec.	"GLASGOW"	London, Rotterdam & Hamburg via Oran.
"GLENIFFER"	8th Jan.	"GLENARIEL"	26th Jan.
"GLENOGLE"	20th Jan.	"GLASGOW"	London, Rotterdam & Hamburg via Oran.

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m.v. "FORMOSA"	...	...	...	15th January, 1927.

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m.v. "AGRA"	...	...	...	Loading About 27th November
m.v. "FORMOSA"	...	...	...	15th December

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REGULAR THREE-WEEKLY FREIGHT AND PASSENGER SERVICE.

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Hotel reservations arranged at Sandakan and Hong Kong if desired.

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N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
 "SIBERIA MARU" ... Monday, 29th Nov., at Noon
 "TAITO MARU" ... Sunday, 2nd Jan., 1927
 * Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
 "ANYO MARU" ... Friday, 26th Nov., at Noon
 "BOKUYO MARU" ... Friday, 17th Dec., at Noon
 "RAKUYO MARU" ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Penang.
 "KATORI MARU" ... Sunday, 21st Nov., at 5 p.m.
 "ATSUTA MARU" ... Saturday, 4th Dec.
 "KASHIMA MARU" ... Saturday, 18th Dec.
 * Omit Malacca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.
 "MISHIMA MARU" ... Wednesday, 24th Nov., at 11 a.m.
 "TANGO MARU" ... Wednesday, 22nd Dec., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
 "ATAGO MARU" ... Monday, 29th Nov.
 "TAKAOKA MARU" ... Tuesday, 14th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
 "WAKASA MARU" ... Saturday, 20th Nov.

BOMBAY via Singapore, Penang & Colombo.
 "TOKUSIMA MARU" ... Saturday, 27th Nov.
 "SADO MARU" ... Saturday, 11th Dec.

CALCUTTA via Singapore, Penang & Rangoon.
 "AKITA MARU" ... Sunday, 21st Nov.
 "MUHOBAN MARU" ... Wednesday, 1st Dec.

NAGASAKI, KOBE & YOKOHAMA
 "TANGO MARU" ... Friday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA
 "TAJIMA MARU" ... Friday, 19th Nov.
 "LYONS MARU" ... Monday, 22nd Nov.
 "MALAUCA MARU" (Moji direct) ... Sunday, 28th Nov.
 "SUWA MARU" ... Monday, 29th Nov.
 "TAMBA MARU" ... Monday, 29th Nov.

For further information, apply to—
NIPPON YUSEN KAISHA
 Telephone: Central No. 292 (Private exchanges to all Depts.)

PRINCE LINE

IMPROVED SERVICE

— BY —

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" ... 4th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MADISON" ... Nov. 24th, 5 p.m.
 "PRESIDENT JACKSON" ... Dec. 8th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... Nov. 23th, 5 p.m.
 "PRESIDENT MCKINLEY" ... Dec. 10th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795

HOLLAND EAST ASIA LINE
 of the United Netherlands
 Navigation Company.

Regular Four-weekly Service between
 Japan, Vladivostok, China, Hongkong, Manila, Singapore
 and
 Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
 North Continental Ports

SAILINGS FOR EUROPE:

"SIMALOER" ... 26th November.
 "OLDEKERK" ... 25th December.

ARRIVALS FROM EUROPE:

"GEMMA" ... 14th December.
 "ZOSMA" ... 11th January, 1927.

All Steamers have a Limited Accommodation for Passengers.
 For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Telephone: Central No. 1674.

Agents, York Building.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BUEMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, BURJEE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DEVANHA"	8,155	25th Nov., Noon	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,128	27th Nov., Noon	Marseilles, Casablanca, London, Antwerp and Hull.
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"NELLORE"	8,532	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	8,155	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	25th Jan.	Singapore, Penang, Colombo & Bombay.
"MOREA"	10,915	5th Feb.	Marseilles and London.
"DELTA"	8,097	18th Feb.	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,005	19th Feb.	Marseilles and London.
"NELLORE"	8,532	3rd March	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,005	12th March	Marseilles and London.
"NYANZA"	7,023	17th March	Singapore, Penang, Colombo & Bombay.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	5th April	Marseilles, London, Antwerp & Rotterdam.
"KARNATA"	9,128	10th April	Marseilles, London and Antwerp.
"DELTA"	8,097	23rd April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,158	14th May	Marseilles, London and Antwerp.
"MOREA"	10,198	25th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	29th Nov.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	3rd Dec.	do.
"TALMA"	10,000	16th Dec.	do.
"SHIRALA"	7,841	24th Dec.	do.
"TAKADA"	6,949	2nd Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANUA"	8,565	2nd Dec.	Manila, Sandakan, Thursday Island.
"ST. ALBANS"	4,500	31st Dec.	Townsville, Brisbane, Sydney and Melbourne.
"ANAFURA"	6,000	28th Jan.	do.
"TANUA"	8,565	4th Mar.	do.
"ST. ALBANS"	4,500	1st April	do.
"ANAFURA"	6,000	29th April	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co. Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawee, Timor, Durban, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KHIVA"	9,155	22nd Nov., 4 p.m.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	26th Nov.	Shanghai only.
"TALMA"	10,000	27th Nov.	Moji, Kobe and Osaka.
"SHIRALA"	7,841	2nd Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,005	13th Dec.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	18th Dec.	Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ANAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,915	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"NELLORE"	8,532	5th Feb.	Moji, Kobe, Osaka and Yokohama.
"TANUA"	8,565	12th Feb.	Shanghai, Moji and Kobe.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARNATA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ANAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All rates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE, & CO.
 P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

BAICHING	...	Friday, 19th November, at 1 p.m.
HAIRONG	...	Tuesday, 23rd November, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).
 Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

SWATOW & SHANGHAI	"SINKIANG"	On 18th Nov., 10 a.m.
BANGKOK	"CHIN HUA"	On 19th Nov., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 20th Nov., 6 a.m.
AMOY, SWATOW, SINGAPORE & BANGKOK	"KIUNGCHOW"	On 20th Nov., 4 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 21st Nov., 10 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"NANOHANG"	On 21st Nov., 10 a.m.
AMOY & SHANGHAI	"SUIJIANG"	On 23rd Nov., 6 a.m.
RAIPHONG	"KWAYHSE"	On 24th Nov., 10 a.m.
SWATOW & SHANGHAI	"SOLOHONG"	On 25th Nov., 10 a.m.
HAIKOW & HAIPHONG	"TAMING"	On 25th Nov., 6 a.m.
SHANGHAI	"SZECHUEN"	On 27th Nov., 6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"YINGCHOW"	On 28th Nov., 10 a.m.
AMOY & SHANGHAI	"SHANTUNG"	On 30th Nov., 6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone: CENTRAL 38.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
 HONGKONG TO SYDNEY—18 DAYS.

STEAMER	DOB HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	14th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,

Telephone: CENTRAL 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "WRAY CASTLE" ... on or about 19th November.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL-ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £86. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... Sails on or about 9th December.
 M.V. "ROMOLO" ... Sails on or about 6th January, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... Sails on or about 10th December, 1926.
 S.S. "VENEZIA" ... Sails on or about 7th January, 1927.
 M.V. "ROMOLO" ... Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... Sails from Calcutta End of December.
 "UMSINGA" ... Sails from Calcutta 21st January, 1927.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"NINGCHOW"	...	Via Suez Canal	19th November
"CITY OF CAIRO"	...	Via Suez Canal	3rd December
"YANGTSE"	...	Via Suez Canal	17th December
"COLORADO"	...	Via Suez Canal	31st December

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

POST OFFICE NOTICE.

INWARD MAILS:

From	To	Date
SHANGHAI and EUROPE via SIBERIA	Wray Castle	18th Nov.
SHANGHAI	Kanchow	18th Nov.
MANILA	Prin. Force	19th Nov.
AUSLAND & MANILA	Tango Maru	19th Nov.
JAPAN and SHANGHAI	Katori Maru	20th Nov.
SHANGHAI	Jayo Maru	20th Nov.
SHANGHAI	Soochow	20th Nov.
EUROPE via NEGAPATAN (letters and papers, London, 21st Oct.)	Phenice	21st Nov.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Siberia Maru	22nd Nov.
STRAITS	Prin. Madison	23rd Nov.
MANILA	Mishima Maru	23rd Nov.
JAPAN & SHANGHAI	Chambers	23rd Nov.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Prin. Tai	25th Nov.
SHANGHAI	Karmala	26th Nov.
U.S.A., CANADA, JAPAN & SHANGHAI	Prin. Jackson	27th Nov.
STRAITS	Sutra Maru	28th Nov.

OUTWARD MAILS:

For	From	Date
Sandakan	Lokun	Thursday, 18th, 8.30 A.M.
Batavia	Tjiboro	11.30 A.M.
Swatow & Amoy	Van Olen	1.30 P.M.
Shanghai and EUROPE via SIBERIA (letters and postcards specially superscribed "via SIBERIA" only)	Tjiboro	2.30 P.M.
Japan	Sumatra Maru	2.30 P.M.
Sandakan	Mausay	2.30 P.M.
Batavia	Uthmaniyah	2.30 P.M.
Bangkok	Katsu Maru	5.00 P.M.
Swatow, Amoy and Formosa	Laisang	5.00 P.M.
Amoy		
Haiphong and Haiphong	Mingyang	Friday, 19th, 8.30 A.M.
Shanghai	Glenair	8.30 A.M.
Swatow, Amoy and Fochow	Hat Ching	Noon
Wei Hai Wei	Kuanchow	5.00 P.M.
Swatow & Bangkok	Chakung	Saturday, 20th, 8.30 A.M.
Japan	Tango Maru	9.30 A.M.
Amoy	Kuanchow	2.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., C.S. America & EUROPE via San Francisco—due San Francisco, 15th Dec., and EUROPE via SIBERIA (letters and postcards specially superscribed "via SIBERIA" only)	Prin. Force	Parcels 3.00 P.M. Letters 4.15 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 19th Dec.	Katori Maru	Reg. 4.15 P.M. Letters 5.00 P.M.
*Swatow and Bangkok	Kuanchow	Sunday, 21st, 8.30 A.M.
Swatow, Amoy and Formosa	Kyodo Maru No. 25	9.00 A.M.
Amoy	Suiyang	Monday, 22nd, 5.00 P.M.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 24th Dec.	Chambers	Reg. 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Fochow	Hat Hong	Noon
Haiphong	Kuanchow	Wednesday, 24th, 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 26th Dec.	Mishima Maru	Reg. 8.45 A.M. Letters 9.30 A.M.
Shanghai, Japan, Canada, U.S.A., C.S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 13th Dec., and EUROPE via SIBERIA (letters and postcards specially superscribed "via SIBERIA" only)	Prin. Madison	Parcels Noon Reg. 2.45 P.M. Letters 3.30 P.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE

"PYRRHUS" 30th Nov. Mars. Ldon, Hull, B'dam & Hamburg.
 "HECTOR" 18th Dec. Mars. Ldon, B'dam & Glasgow.
 "AUTOLYCUS" 29th Dec. Mars. Ldon, B'dam & Hamburg.
 "AENEAS" 11th Jan. Mars. Ldon, B'dam & Glasgow.

LIVERPOOL SERVICE

"BELLEROPHON" 1st Dec. Oran, Havre, Liverpool & Glasgow.
 "TITAN" 15th Dec. Genoa, Havre, Liverpool & Glasgow.
 "DOLUS" 29th Dec. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(via KOBE & YOKOHAMA)
 "PROTEUS" 25th Nov. Victoria, Vancouver & Seattle.
 "TAITETUS" 10th Dec. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"NINGBOH" 19th Nov. New York, Boston & Baltimore.
 "YANGTZE" 17th Dec. New York, Boston & Baltimore.

PASSENGER SERVICE

"HECTOR" 15th Dec. Singapore, Marseilles & London.
 "AENEAS" 11th Jan. Singapore, Marseilles & London.
 "SARPEDON" 9th Feb. Singapore, Marseilles & London.
 "PATROCLUS" 8th Mar. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
 Issued and Fully Paid\$30,000,000
 up\$30,000,000
 Reserve Funds:—
 Sterling\$4,500,000
 Silver\$37,000,000

Reserve Liability of Pro-
 priors\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.
 Hon. Mr. A. O. LANG,
 Deputy Chairman.
 W. H. Bell, Esq., J. A. Plummer, Esq.,
 A. H. Compton, Esq., T. G. Weill, Esq.,
 W. L. Patterson, Esq., H. P. White, Esq.,
 G. M. Young, Esq.,
 Chief Manager:
 A. H. BARLOW, Esq.

BRANCHES:
 Amoy, Hongkong, Peking,
 Hankow, Shanghai, Tientsin,
 Canton, Swatow, Yokohama,
 Kobe, San Francisco,
 London, Singapore,
 Lyons, Suez,
 Fochow, Malacca,
 Haiphong, Manila,
 Hankow, Nagasaki,
 Harbin, New York, Yokohama.

CURRENT ACCOUNTS opened in Local
 CURRENCY and FIXED DEPOSITS re-
 ceived for one year or shorter
 periods in LOCAL CURRENCY and
 STERLING on terms which will be
 quoted on application.
 Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank
 is conducted by the HONG-
 KONG & SHANGHAI BANK-
 ING CORPORATION. Rules may
 be obtained on application.
 For the HONGKONG & SHANGHAI
 BANKING CORPORATION.
 A. H. BARLOW, Esq.,
 Chief Manager.
 Hongkong, 27th May, 1926. [9]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed CapitalFr. 75,000,000.00
 Paid-up CapitalFr. 63,400,000.00
 Reserve FundFr. 59,687,283.54

BRANCHES:
 Bangkok, Banoi, Pondicherry,
 Batavia, Hongkong, Saigon,
 Canton, Mengtze, Shanghai,
 Djibouti, Noumea, Singapore,
 Fort Bayard, Papeete, Tientsin,
 Haiphong, Peking, Yunnanfo.

BRANCHES:
 In FRANCE: Comptoir National
 d'Escompte de Paris; Credit
 Lyonnais; Banque de Paris et
 des Pays-Bas; Credit Industriel
 et Commercial; Societe Gene-
 rale.
 In LONDON: The National Provincial
 and Union Bank of England,
 Ltd.; Comptoir National d'Es-
 compte de Paris; Credit
 Lyonnais.
 In NEW YORK: J. P. Morgan &
 Co.; French-American Bank-
 ing Corporation; Guaranty Trust
 Co. of New York.

Interest allowed on Current Ac-
 counts and Fixed Deposits accord-
 ing to arrangement.
 Every description of Banking and
 Exchange Business transacted.
 A. LECOT,
 Manager.
 Hongkong, 20th March, 1924. [22]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, Des Vaux Road Central.

AUTHORIZED CAPITAL\$10,000,000
 PAID-UP CAPITAL5,000,000
 RESERVE FUND1,900,000

BRANCHES AND AGENCIES:
 Canton, Osaka, Haiphong,
 London, Singapore, Batavia,
 Seattle, Melbourne, New York,
 Nagasaki, Calcutta, Kobe,
 Tientsin, Saigon, Hongkong,
 Manila, San Francisco, Peking,
 Bombay, Taipei, Bangkok,
 Shanghai, Tokyo, Sourabaya,
 Paris, Penang, Semarang,
 Honolulu.

Correspondents in all principal
 cities of the world.
 Every description of Banking and
 Exchange business transacted.
 Loans granted on approved secu-
 rities.
 SAFE DEPOSIT BOXES To Let.
 KIM YONG PO,
 Chief Manager.
 Hongkong, 22nd May, 1926.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG. Established 1912.

AUTHORIZED CAPITAL\$1,200,000
 PAID-UP CAPITAL\$1,025,925
 SILVER RESERVE FUND \$ 700,000
 Branches:—CANTON, SHANGHAI, HAN-
 KOW, SWATOW, BANGKOK, NEW
 YORK and SAN FRANCISCO.

Correspondents in all Principal
 Cities of the World.
 LONDON BANKERS:—THE LLOYDS
 BANK LIMITED.
 Every description of banking busi-
 ness transacted.
 Safe Deposit Boxes in various
 sizes to be let from \$5.00 to \$40.00
 yearly.

LOOK POON SHAN,
 Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

November 17th, 1926.

On LONDON.—	Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2	
Bank Bills, at 30 days' sight	111 1/2	
Bank Bills, at 4 months' sight	111 1/2	
Credit, at 4 months' sight	2/0 7/16	
Documentary Bills, at 4 months' sight	2/0 9/16	
On PARIS.—	Bank Bills, on demand	135 3/4
Credit, 4 months' sight	136 1/4	
On NEW YORK.—	Bank Bills, on demand	47 1/2
Credit, at 60 days' sight	48 1/2	
On HONGKONG.—	Telegraphic Transfer	131 1/2
Bank Bills, on demand	131 1/2	
On CALCUTTA.—	Telegraphic Transfer	131 1/2
Bank Bills, on demand	131 1/2	
On SHANGHAI.—	Bank Bills, at sight	nom.
Private, 30 days' sight	nom.	
On YOKOHAMA.—	On demand	96 1/2
On MANILA.—	On demand	94 1/2
On SINGAPORE.—	On demand	84 1/2
On BATAVIA.—	On demand	117
On HAIKOW.—	On demand	nom.
On SAIGON.—	On demand	nom.
On HONGKONG.—	On demand	96 1/2
SOVEREIGN, Bank's buying rate	\$10	
Guar. Lease, 100 lbs. per cwt.	—	
Bar Silver, per oz.	26	

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
 Subscribed Capital£1,800,000
 Paid-up Capital£1,050,000
 Reserve Fund£1,350,000

BANKERS:
 THE BANK OF ENGLAND
 and
 MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Rangoon, Penang,
 Batavia, Karachi, Port Louis,
 Bombay, Kala Bharu, (Mauritius)
 Calcutta, Kuala Lumpur, Singapore,
 Colombo, Penang, Shanghai,
 Delhi, Kanton, Simla,
 Galle, (Rangoon) Singapore,
 Hongkong, Madras, Sourabaya,
 Howrah, New York.

HONGKONG BRANCHES:
 Every description of Banking and
 Exchange Business transacted.
 Interest allowed on Current Ac-
 counts to 2 per cent. per annum on
 Daily Balance and on Fixed De-
 posits at rates that may be ascer-
 tained on application.
 C. L. C. SANDES, Manager.
 7, Queen's Road Central,
 Hongkong, June 17th, 1923. [39]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:
 74, rue St. Lazare, Paris.

CapitalFr. 20,000,000
 ReservesFr. 11,160,000
 Special Working CapitalFr. 50,000,000

BRANCHES:
 Paris, Lyons, Marseilles,
 Saigon, Haiphong, Hanoi,
 Peking, Shanghai, Tientsin,
 Canton, Hongkong.

BANKERS:
 France: Societe Generale, Banque
 Nationale de Credit, Banque de
 Paris et des Pays-Bas.
 London: Midland Bank, Ltd.
 New York: Irving Bank, Columbia
 Trust Co.

Every description of Banking and
 Exchange Business transacted.
 Correspondents throughout the
 World.
 A. ROLLIN,
 Manager.
 Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1920.

Capital SubscribedYen 45,000,000
 Capital (Paid-up)Yen 39,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES: JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Gilan, Kagi, Katsenbo, Keelung, Makong, Nanto, Shinghiku, Taichu, Tainan, Takao, Tamsui, Tuen, Heito, Taipei.

CHINA:—Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.

OTHERS:—Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS: THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

T. TARAHI, Manager, Hongkong Branch, 4, Des Vaux Road, Central, Hongkong, 11th May, 1926. [57]

THE BANK OF CHINA.

行銀中

(Specially authorized by Presidential
 Mandate of the Republic of
 China on the 22nd of
 November, 1917.)

AUTHORIZED CAPITAL\$50,000,000.00
 PAID-UP CAPITAL19,750,000.00
 RESERVE FUND9,854,392.59

HEAD OFFICE:—PEKING.
 Hongkong Branch:—4, QUEEN'S
 ROAD CENTRAL.

Branches and Sub-branches all over
 China, and Correspondents in
 Europe, America, and other
 parts of the world.
 London Bankers:—THE GUARANTY
 TRUST CO. OF NEW YORK, THE
 NATIONAL PROVINCIAL BANK, LTD.,
 NEW YORK BANKERS:—THE EQUIT-
 ABLE EASTERN BANKING COR-
 PORATION, THE IRVING BANK,
 COLUMBIA TRUST CO.

Interest allowed on Current Ac-
 counts and Fixed Deposits. Terms
 on application.
 Every description of Banking
 Business transacted.
 Loans granted on Approved
 Securities.
 Special facilities for domestic
 exchange.

TSUYEE PEI, Manager.

Hongkong, January 18th, 1926. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1903.

Authorized Capital Guilders 150,000,000.

Paid-up Capital " (212,500,000)

Reserve Fund " (20,000,000)

Special Reserves " (21,758,379)

Head Office:—AMSTERDAM.

Branches:—Batavia, Bandoeng, Bonting, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radia, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Sourabaya, Soerakarta, Soerakarta (Solo), Tegay, Tientsin, Weltevreden and Siboga (Sumatra).

LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. O. MAASSEN, Acting Manager.

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A-197

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AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$3,000,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits.

Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST CO. OF N.Y.

38] D. M. BIGGAR, Manager.

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